

AIRPORT SOUTH INDUSTRIAL
CITY OF SACRAMENTO, SACRAMENTO AREA SEWER DISTRICT

**Targeted
Municipal Services
Review**

SACRAMENTO
Local Agency Formation Commission

prepared by



WOOD RODGERS

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Acknowledgements

Sacramento Local Agency Formation Commission

José C. Henríquez, Executive Officer
Desirae Fox, Policy Analyst
Kristi Grabow, Policy Analyst
DeeAnne Gillick, Nancy Miller, Legal Counsel
Bob Klousner, Planning Partners., Inc.

City of Sacramento

Greg Sandlund, Planning Director
Cheryle Hodge, Principal Planner/New Growth Manager
Tom Buford, Environmental Planning Services Manager
Scott Johnson, Senior Planner
Garrett Norman, Senior Planner
Ron Bess, Associate Planner
Pelle Clark, Senior Civil Engineer
Matthew Illagan, Assistant Civil Engineer
Jennifer Johnson, Development Engineering & Finance
Sheri Smith, Special Districts Manager
Mary Jean Rodriguez, Senior Development Project Manager
Jeffrey C. Heeren, City Attorney's Office
Leslie Z. Walker, City Attorney's Office

Consulting Team

Wood Rodgers, Inc.
Avdis and Cucchi LLP
Economic & Planning Systems, Inc.
Raney Planning and Management

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I. Introduction

I.1 OVERVIEW & PURPOSE OF MSR

The Airport South Industrial (ASI) Targeted Municipal Services Review (MSR) has been prepared to assist the Sacramento Local Agency Formation Commission (LAFCO) in its evaluation of an application for a Sphere of Influence (SOI) Amendment for the City of Sacramento (City) and Sacramento Area Sewer District (SacSewer). It is important to note that prior to December 26, 2023 the district currently known as SacSewer was represented by two independent special districts; Sacramento Regional County Sanitation District (Regional San) and Sacramento Area Sewer District. The districts provided wastewater treatment and collection respectively. The LAFCO Commission authorized a reorganization of the districts; dissolving SacSewer and annexing the district into Regional San and subsequently naming the wastewater special district SacSewer.

The MSR complies with the Cortese-Knox-Hertzberg (CKH) Local Government Reorganization Act of 2000 (Act), per Government Code Section 56000, et seq., and evaluates existing and future service conditions for the geographic area subject to the requested SOI amendment.

A MSR provides the means to synthesize data regarding a local agency's operations and public services, ability to provide mandated services, and/or opportunities to provide more efficient services. California Government Code Section 56375 permits a LAFCO to take action on recommendations found in an MSR, which can range from initiating studies for changes of organization, updating a SOI, or initiating a change in organization.

A MSR also provides information to help a LAFCO make decisions on a proposed Sphere of Influence boundary change. This includes data necessary to determine if an agency has the capability to serve an expanded area and data related to an agency's financial condition, revenue sources, and projected expenses. A MSR also outlines what infrastructure may be needed to accommodate expansion of public services. Finally, a MSR can recommend changes in an agency or district's organization, such as consolidation, dissolution, merger, establishment of a subsidiary district, or the creation of a new agency that typically involves a consolidation of agencies.

The ASI MSR focuses on the service areas currently outside of Sacramento's incorporated boundary. The MSR will be used as an information base to update the Spheres of Influence of the City of Sacramento and SacSewer and to provide a foundation for the public, City of Sacramento, County of Sacramento, SacSewer and Sacramento LAFCO to consider changes to the existing, respective SOI boundaries of those agencies.

I.2 LAFCO REQUIREMENTS

A primary function of the Sacramento LAFCO is to implement the Cortese-Knox-Hertzberg (CKH) Act, which specifies a LAFCO's intent, authority, responsibility, process and other operating principals and requirements. This provides a LAFCO the authority to consider and adopt a Sphere of Influence (SOI) and/or reorganize local government agencies. Emphasis is placed on providing for the logical, efficient, and most appropriate formation of local municipalities, service areas, and special districts.

The CKH Act requires that a MSR be prepared prior to, or concurrent with, an update to a SOI and/or a reorganization. It consists of a collection of data relative to public services needed to serve the SOI. The MSR also includes an evaluation of each agency's organizational structure and operational practices, and it identifies potential areas for improvement, coordination, or changes to the SOI. While it is not the role of the MSR to make specific recommendations, it does provide an information resource that can be used by LAFCO to base its determinations on an action to amend an existing SOI.

The CKH Act requires that a MSR provide a LAFCO with the information needed to make determinations in seven different issue areas. As such, this report includes the following sections in order to provide LAFCO with the information needed to make determinations regarding the following elements:

- **Growth and Population:** Provides growth and population projections within the City's existing service boundaries, including an assessment of the City's ability to accommodate additional growth.

- **Disadvantaged Communities:** Identifies the location and characteristics of known disadvantaged unincorporated communities within, or contiguous to, the SOI. This is defined as a community with 12 or more registered voters with a median household income of 80 percent or less of the state’s median.
- **Public Facilities & Services:** Outlines the current and planned capacity of public facilities and adequacy of public services, including infrastructure needs and deficiencies.
- **Financial Ability to Provide Services:** Evaluates each agency’s fiscal position and rate structures to determine the viability and ability to meet demands for various public services.
- **Shared Facilities:** Assesses the status of, and opportunities for, shared facilities or services between the agencies, cities, and/or special districts, including opportunities to achieve cost savings through the reduction/elimination of redundancies.
- **Government Structure and Accountability:** Examines the current community service needs, government structure, operational efficiencies, and managerial practices of each agency, including an accountability assessment of the transparency of their respective processes.
- **Other Matters Related to Effective Service Delivery:** Assesses various policies and factors that could affect the City’s ability to efficiently provide public services.

I.3 SERVICES AND ISSUES ADDRESSED

To provide the Sacramento LAFCO with the information needed to make a determination regarding each of the seven elements identified above, this MSR addresses the following public service/issue areas:

- Growth and Population Projections
- Disadvantaged Communities
- Public Facilities and Services, including:
 - Water
 - Wastewater
 - Circulation and Roadways
 - Animal Care
 - Code Enforcement
 - Law Enforcement
 - Fire Protection
 - Solid Waste
 - Storm Drainage and Flood Control
 - Parks and Recreation
 - Libraries
 - Electricity & Natural Gas
- Financial Ability to Provide Services
- Shared Facilities Opportunities
- Government Structure and Accountability
- Other Matters Related to Effective Service Delivery

2. Executive Summary

The purpose of this Targeted Municipal Services Review (MSR) is to provide a comprehensive summary and assessment of the ability of the City of Sacramento and SacSewer to provide public services within a requested Sphere of Influence (SOI) amendment area to accommodate development of the Airport South Industrial (ASI) project. The proposed development site and SOI expansion area are currently located in Sacramento County, California and

consist of approximately 472.4 acres immediately northwest of the City of Sacramento's corporate boundary. A targeted MSR, as opposed to a broader MSR for the whole City, has been prepared because the Sphere of Influence Amendment being requested is project specific and limited to the project area. It was determined in consultation with LAFCo staff that a targeted project specific MSR was appropriate for the ASI project. The City adopted the 2040 General Plan (2040 GP) which includes an implementation measure that a citywide MSR will be prepared for the City of Sacramento.

As of 2019, the area within Sacramento's City limits included approximately 101 square miles (64,425 acres) and the SOI outside of the City limits consisted of approximately 22 square miles (14,018 acres). The City limits include all incorporated land within the legal jurisdiction of the City of Sacramento.

Key features adjacent to the project site include I-5 to the north, the Reclamation District 1000 (RD 1000) West Drainage Canal to the south, Powerline Road to the west, and the North Natomas Westlake Subdivision to the east, which include a City-owned 200' buffer. The project site is located south of Metro Air Park and the new Metro Air Parkway/I-5 interchange, southwest of the City of Sacramento's Northlake development (formerly Greenbriar), and west of the existing Westlake residential community, which is adjacent to the City of Sacramento's corporate boundary. The Sacramento International Airport (SMF) and the County's Metro Air Park Industrial Park (MAP) lie directly north and west of Interstate 5.

The proposed project would allow development of both industrial and commercial land uses. Industrial uses would consist of a mixture of warehouse, distribution facilities, and similar uses. Commercial uses would allow of a mixture of restaurant, hotel, fueling station, car wash, and similar uses. Public facilities, including on-site roadways, utilities, a sewer pump station, and stormwater detention basins/pumping facilities, would also be constructed. At buildout, the project would accommodate approximately 6,609,300 sq. ft. of industrial uses and 98,200 sq. ft of commercial uses. A preliminary site plan for the ASI project is included as Appendix A.

The proposed SOI amendment area is approximately 472.4 acres in size. This is inclusive of the State of California (Caltrans) lands within the I-5 corridor, and also includes the south approximate one-half of the new Metro Air Park interchange. The project site's west boundary extends to the approximate centerline of Power Line Road.

This section provides summary data and an assessment of seven elements/public services as required by the CKH Act in order to position the Sacramento LAFCO with the ability to make a formal determination of each.

2.1 POPULATION, HOUSING & EMPLOYMENT GROWTH

The greater Sacramento area has experienced significant growth and change since the mid-20th century. In the 1950's, Sacramento's economy was supported primarily by agriculture, food processing, State government, and military base operations. In more recent decades, the diversification of industries and the introduction of more technical jobs spurred steady population growth in Sacramento and throughout the region. For much of the past 30 years, Sacramento's growth rate has been similar to that of the State of California, with housing stock and employment opportunities increasing to meet the demand. The recession between 2008-2012 caused a decrease in population growth rate from 1.5% annually to 0.6% annually. However, the City has since recovered and has a current population growth rate of approximately 1.1%, which is anticipated to remain steady through 2040. Areas of the City that have experienced the most growth since the 1990's include North Natomas, South Natomas, and the South Area. Much of the housing constructed in these areas consists of suburban, single-family homes, with a lesser stock of multi-family units. Future development projections anticipate that the City's housing stock will consist of approximately 50% multi-family units by the year 2035 and that the City's total housing stock will reach 266,781 units by the year 2040. Employment is also anticipated to increase and further diversify in the region, with an approximately 18% increase in the City's employment base between the years 2016 and 2040, resulting in approximately 364,819 jobs. A detailed assessment regarding the City's growth and population is outlined in Section 4 of this MSR.

2.2 DISADVANTAGED COMMUNITIES

Approved on October 7, 2011, Senate Bill 244 (SB 244) established legislation to address the need for infrastructure improvements and provision of water, wastewater, and fire protection services in defined Disadvantaged Unincorporated Communities (DUCs). DUCs are defined as communities of ten dwelling units or more in an unincorporated area bordering a City or within a City's sphere of influence where the median household income is 80 percent or less of the State's established median household income. The proposed Airport South Industrial project/Sphere of Influence (SOI) expansion area is not developed and is located in unincorporated Sacramento County, however it lies adjacent to a portion of the Sacramento's City limit's western edge. The area surrounding the SOI expansion area consists of a combination of undeveloped properties, vacant land areas, and developed residential neighborhoods. There are no properties that meet the definition of a DUC within, or adjacent to, the proposed SOI expansion area. A detailed assessment regarding disadvantaged communities is outlined in Section 5 of this MSR.

2.3 PUBLIC FACILITIES & SERVICES

The City of Sacramento provides comprehensive municipal services including water, wastewater, solid waste, storm drainage, law enforcement, fire protection, transportation and street maintenance, parks and recreation, library, and general governmental services. The City also has a Capital Improvement Program for the advancement of its public facilities and services. Detailed information regarding the City's public facilities and services is outlined in Section 6 of this MSR, which is summarized in this sub-section.

2.3.A Water

The City of Sacramento is both a water retailer and a water wholesaler for its 101-square-mile service area and their service includes the operation and maintenance of an infrastructure system that produces, treats, stores, and delivers potable water to its customers. The City's water portfolio is generated from both surface water and groundwater. Surface water is sourced via diversions from both the Sacramento and American Rivers. Groundwater is produced from groundwater wells that are located throughout the City. The existing water infrastructure network consists of two surface water treatment facilities, two pressure zones, and a supporting system of groundwater wells, pumping facilities, storage tanks, and distribution/transmission pipelines.

In proximity to the ASI project site, the City operates and maintains a 30" water transmission main that is located in South Bayou Way. This facility terminates near the east edge of the SOI expansion area, which provides a point of connection to serve development of the ASI project. It is from this point of connection that new water infrastructure would be constructed to extend existing off-site infrastructure to the project site to serve development of the ASI project. The design and location of existing water infrastructure, including its water supply, treatment facilities, and delivery system, is sufficient to provide service to the ASI project. Additional information about the City's water utilities is outlined in Section 6.1 of this MSR.

2.3.B Wastewater

Wastewater collection and treatment services for a majority of the City of Sacramento is provided by Sacramento Area Sewer District (SacSewer), formerly known by the two special districts as Sacramento Regional County Sanitation District and Sacramento Area Sewer District. Wastewater is collected by SacSewer's trunk facilities, and it is conveyed via interceptors to the Sacramento Regional Wastewater Treatment Plant (SRWTP) for treatment and disposal. The SRWTP is a regional wastewater treatment plant that serves the City of Sacramento and several other cities and districts in the region.

The ASI project site is not currently located within SacSewer's Master Plans as a future area to be served. In order for services to be extended to the site, it must be annexed into the SOI of SacSewer and the City of Sacramento, requiring an amendment to each districts' SOI. The district must amend their Master Plans prior to or concurrent with the annexation process as part of the analysis to support the SOI expansion. Development of the ASI project includes the construction of on-site sewer pipelines, a pump station, and off-site force mains, which have been preliminarily designed to accommodate full buildout. The on-site sewer system is designed to collect wastewater from each parcel and convey it via gravity to a central pump station. From the pump station, wastewater is pumped via force main to an existing SacSewer trunk and/or

an existing interceptor located to the east of the project site. Flows will ultimately be conveyed to the SRWTP for treatment and disposal. The SRWTP maintains sufficient capacity to treat wastewater flows generated from buildout of the ASI project. Funding to support the expansion of service will be collected from impact fees as well as new service fees generated from development in the project area. Additional information about the City's wastewater systems is outlined in Section 6.2 of this MSR.

2.3.C Circulation and Roadways

The City's roadway network includes Federal interstates, State highways, and City streets (arterials, collectors, and local streets). While the roadway system has historically designed to primarily accommodate vehicular travel, the City supports all travel modes including public transit, bicycling, and walking. Sacramento also implements Transportation Demand Management programs that are intended to reduce traffic congestion, optimize transportation system usage, and improve air quality. These consist of both a Transportation Systems Management (TSM) program that requires smaller employers to achieve a 35 percent trip reduction and a Transportation Management Plan (TMP) that requires larger employers to provide enhanced facilities that incentivize usage of alternative transportation modes.

A wide range of transit services are provided in Sacramento, which includes public bus service, light rail transit, commercial bus service, and interregional and interstate passenger train service. The Sacramento Regional Transit District (RT) provides local bus and light rail service within the City and outlying areas of the Sacramento region. RT recently adopted an updated plan for the expansion of its transportation network, which includes adding new stations, replacing its aging light rail vehicle fleet, double-tracking congested segments, and extending rail lines to the airport. Additionally, several park-and-ride facilities are located throughout the City to facilitate ridesharing, carpooling, and access to regional transit.

The City is continually implementing its adopted Bicycle Master Plan, which identifies existing and planned bicycle trails and routes. It incorporates design features for bikeway facilities, such as lane widths, signs and markings, and promotes bicycle safety and education programs to ensure adequate bikeways are constructed with new development. Similarly, the City is continually implementing its plans and programs to enhance existing pedestrian facilities. This includes the adopted Neighborhood Traffic Management Program, Pedestrian Master Plan, and Traffic Calming Guidelines, which collectively provide guidance to improve neighborhood livability by slowing vehicles to create a desirable pedestrian environment. Additionally, the City's adopted the Vision Zero Sacramento Action Plan is being implemented with the goal of eliminating traffic fatalities and serious injuries on City streets by the year 2027.

Development of the ASI project includes roadways, bikeways, and pedestrian facilities. Roadway construction will create access to all commercial and industrial parcels, with connections to existing roadways including Power Line Road, Bayou Way, and Metro Air Parkway, which provides access to I-5. Roadways have been designed consistent with Sacramento's adopted design standards and include the appropriate travel lanes to support traffic associated with project buildout. Additionally, on-street bike lanes and street-separated sidewalks for pedestrians are included in the ASI's roadway design and will be constructed in accordance with the City's requirements. Additional information about the City's roadway network and other transportation modes is outlined in Section 6.3 of this MSR.

2.3.D Animal Care

Animal Care services within the City of Sacramento are primarily operated from the Front Street Animal Shelter, located at 2172 Front Street. Unincorporated areas are served by the Sacramento County Animal Care and Regulation. Services provided include vaccination, spay and neuter, veterinary care, euthanasia, pet licensing, adoption, and boarding. The City funds its animal care services from its General Fund, which is supplemented by donations and fundraising efforts. Expansion of funding to support animal care facilities or services is decided by voters in local elections and in response to an increase in population.

Development of the ASI project would introduce a mix of industrial and commercial uses that will not impact capacity or demand for animal care services in the City of Sacramento. No improvements or extension to animal care services in the City will be necessary as a result of the ASI project. Additional information about the City's animal care services is outlined in Section 6.4 of this MSR.

2.3.E Code Compliance

The Sacramento Code Compliance Division of the Community Development Department provides code enforcement services throughout the City. Its primary purpose is to preserve and enhance public health, safety, and welfare by addressing issues of blight and enforcing City and State codes. Code enforcement services are paid for by the City's General Fund. Development fees and property taxes generated by the ASI project will contribute to the General Fund, a portion of which is allocated to the Community Development department and the Code Compliance Division.

Development of the ASI project site with new commercial and industrial uses will be required by the City to meet all current Building Code and safety standards. As designed, the project will be structurally sound, clean, and free of hazards created by property neglect or blight. Upon buildout, business operations conducted at the project site will not require permits or licenses managed by the Code Compliance Division and the site is not anticipated to require Code Compliance services. Development of the ASI project is not anticipated to significantly impact the Code Compliance Division's service levels or require expansion of services or facilities, as the division predominantly carries out tasks related to degradation and blight of existing structures. Additional information about the City's code compliance services is outlined in Section 6.5 of this MSR.

2.3.F Law Enforcement

The City of Sacramento operates its law enforcement services from Police Headquarters at 5770 Freeport Boulevard and several substations throughout the City, each responsible for specific districts. Upon expansion of the SOI, the Airport South Industrial site would be served by the North Area Substation. Implementation of the ASI project will be subject to all applicable City regulatory requirements. This includes compliance with the laws set forth in Chapter 2.20 of the Sacramento City Code and with applicable Police Services policies contained in the City's General Plan.

Development of the ASI project site will be subject to Police Department review in order to implement appropriate Crime Prevention through Environmental Design principles. Development projects in the ASI area will be required to pay applicable development impact fees for the maintenance, improvement, and expansion of police facilities. The proposed development does not include residential uses or impact the City's resident population, therefore, the impact to calls for police services is anticipated to be minimal. Additional information about the City's law enforcement services is outlined in Section 6.6 of this MSR.

2.3.G Fire Protection

The Sacramento Fire Department (SFD) provides fire protection services to the entire City and some small unincorporated areas within the County that include Pacific-Fruitridge and Natomas Fire Protection Districts. The Fire Department headquarters are located at the Public Safety Center at 5770 Freemont Boulevard. There are 24 fire stations throughout the City, each operating within the specific response area immediately surrounding its station.

The SFD currently provides fire protection and emergency response services to the proposed ASI SOI expansion area. The ASI project would be primarily served by Fire Station #43, which is the nearest station to the project site. It is located approximately 2.5 miles to the southeast of the ASI project site at 4201 El Centro Road in unincorporated Sacramento County. Development projects in the ASI project area will be required to comply with State and local fire regulations as well as pay any City-adopted impact fees related to fire protection services, as outlined in the Sacramento City Code. Additional information about the City's fire protection services is outlined in Section 6.7 of this MSR.

2.3.H Solid Waste

The City of Sacramento's Recycling and Solid Waste Division collects residential solid waste generated throughout the City, including household waste, recycling, and organic wastes. Solid waste collected by the City is transported to the Sacramento County North Area Recovery Station (NARS), Sacramento Recycling and Transfer Station (SRTS), and various other facilities for processing, with most garbage being further transported to the Sacramento County Kiefer Landfill for disposal. Private franchised commercial haulers service commercial and industrial properties in the City through an open market system. Commercial haulers send solid waste to a variety of facilities for processing, recycling, and disposal, including Sacramento

County's Kiefer Landfill. It is estimated that the Kiefer Landfill should have capacity to serve the greater Sacramento area with an anticipated cease operations date of 2064.

Solid waste generated by construction and operation of the ASI project site will be collected by private commercial franchised haulers or self-hauled by subcontractors to a construction and demolition recycling facility. The franchised commercial waste hauling services in the City are adequate to support solid waste generated by the industrial and commercial operations of the proposed ASI project. Additional information about the solid waste services in the City is outlined in Section 6.8 of this MSR.

2.3.I Storm Drainage and Flood Control

The ASI project/SOI expansion area is located in the Natomas Basin, an approximately 50,000-acre, 15-mile-long basin that has historically experienced flooding from the Sacramento and American Rivers. The Natomas Basin has been outfitted with levees, internal drainage channels, and pump stations to make the land useable for agricultural purposes and development. The Natomas Basin is under the jurisdiction of the United States Army Corps of Engineers (USACE). As a result of the USACE's 2008 action to decertify the basin's levees, the Sacramento Area Flood Control Agency (SAFCA) and the USACE have been, and currently are, working together to design, fund, and construct levee improvements that will provide the Natomas Basin with 200-year flood protection.

The ASI project site is served by Reclamation District 1000 (RD 1000), which provides drainage, flood control, and levee maintenance. RD 1000 maintains regional drainage facilities both adjacent to, and within, the ASI project site, which convey off-site stormwater runoff to pumping facilities where it is discharged into the Sacramento River.

Stormwater drainage services for the ASI project will be provided by the City of Sacramento and RD 1000 in a similar manner as is currently performed in North Natomas and other areas of the Natomas Basin. The ASI project's on-site drainage systems have been designed to mitigate post-project runoff levels to be equal to, or less than, pre-project levels, consistent with RD 1000's requirements. This includes a system of detention/retention basins, pumping facilities, and weirs that connect the on-site system with RD 1000's system. Additional information about the City's storm drainage and flood control systems is outlined in Section 6.9 of this MSR.

2.3.J Parks and Recreation

The City of Sacramento maintains a network of parks, open spaces, and recreation areas throughout the City, which includes over 4,330 acres of parks, parkways, and open space areas Citywide. A variety of recreation programs are available to residents, operated at park sites and community centers throughout the City. The City of Sacramento updated its Parks Plan and recently adopted the same. Utilizing both professional expertise and community feedback, the updated Master Plan evaluated current park conditions and potential areas for improvements to park facilities and recreation programs.

Demand for parks and recreation in the City is primarily generated by an increase in population resulting from the development of new housing units. The commercial and industrial uses planned for the ASI project are not anticipated to impact existing parks in the area and will not add to parks and recreation service level needs. Additional information about the City's parks and recreation facilities is outlined in Section 6.10 of this MSR.

2.3.K Libraries

The Sacramento Public Library (SPL) system includes 27 locations serving the City of Sacramento, Citrus Heights, Elk Grove, Galt, Isleton, Rancho Cordova, and the County of Sacramento. The public library system provides book lending, education programs, and welcoming community spaces. Because development of the ASI project site with commercial and industrial uses will not increase the City's residential population, it is not expected that the City's existing library services will be negatively impacted. Therefore, no expansion of current library resources is warranted by the proposed project. Additional information about the City's library facilities is outlined in Section 6.11 of this MSR.

2.3.L Electricity & Natural Gas

The Sacramento Municipal Utility District (SMUD) provides electrical service to the City of Sacramento and most of Sacramento County, with electricity sourced from a combination of hydroelectric, thermal (natural gas), wind, and solar resources. Pacific Gas & Electric (PG&E) supplies natural gas to the Sacramento area. The City of Sacramento implements local regulations and programs that are designed to conserve energy, incorporate sustainable, green building practices into new construction, and to achieve zero net energy consumption in new construction by the year 2030.

Upon buildout of the ASI project, SMUD-supplied electricity infrastructure and PG&E natural gas service lines will be extended to the project site in order to provide electricity and natural gas services. Local regulations for energy efficiency in new construction will be applied as individual buildings on the project site are constructed. Additional information about the City's electric and natural gas utilities is outlined in Section 6.12 of this MSR.

2.4 FINANCIAL ABILITY TO PROVIDE SERVICES

City revenues are generated from a variety of sources and continually distributed to specific funds in order to provide municipal services. Revenue sources include governmental funds like the General Fund and the Measure U Fund (generated by a City sales tax), Special Revenue Funds, Debt Service Funds, Capital Projects Funds, Enterprise Funds, Internal Service Funds, and Fiduciary Funds. The City's Operating and Capital Improvement Program (CIP) Budgets allocate funding for city staffing positions as well as major projects related to the delivery of municipal services and infrastructure/facility needs.

SacSewer generates the majority of their operating revenue from monthly service charges, with the remainder collected from sewer impact fees and other fees. SacSewer operates with a balanced budget and is able to support new service areas through the collection of monthly fees from new service customers as well as impact fees collected during development.

A Public Facilities Finance Plan (PFFP) has been prepared for the proposed ASI project. The PFFP identifies costs for backbone infrastructure improvements, public facilities, and other developer obligations. It also identifies funding sources and strategies to extend utilities and associated municipal services to the proposed SOI expansion area. As shown in the PFFP, the various funding sources derived from development of the ASI project are sufficient to cover costs of backbone infrastructure, public facilities, and other developer obligations. A detailed assessment regarding the financial ability of the City, and SacSewer to provide municipal services is outlined in Section 7 of this MSR.

2.5 SHARED FACILITIES

The City aims to optimize efficiency and funding allocations for municipal services by identifying opportunities for shared facilities. As the City expands its Sphere of Influence and annexes additional land areas into its City limits, it becomes responsible for providing municipal services and public facilities to these areas that were previously served by the County and/or other special districts. The combination of department and agency efforts and resources where possible minimizes costs by reducing redundancies. Shared facilities throughout the City include flood control, library services, and public safety services for police and fire. The City cooperatively partners with other agencies and special districts to provide a comprehensive level of municipal services, which includes several types of shared resources and facilities. Formerly, Regional San and SacSewer shared facilities and infrastructure to operate a local to regional cooperative system for wastewater collection and treatment which has now been consolidated into one district known as SacSewer. A detailed assessment regarding their facilities is outlined in Section 8 of this MSR.

2.6 GOVERNMENT STRUCTURE AND ACCOUNTABILITY

The City of Sacramento's governmental structure has a long-standing history of public/citizen interaction. The Mayor, City Council, City Manager, appointed Commissions and Staff put forth a strong effort to ensure that the citizens of Sacramento, other local, State and Federal governmental agencies, special interest groups and labor unions are fully involved in the City's decision-making process. Staffing levels are reviewed annually

through the budget process to ensure that staffing meets anticipated service needs and the City Council priorities. This process allows for staffing adjustments to be made in order to provide for the expansion of municipal services to the SOI expansion area. Additionally, through the City's annual budget process, each department is required to review its current operations and evaluate opportunities to implement changes that enhance their operational efficiencies.

The City of Sacramento provides municipal services that will meet the future needs for the ASI project. Where the City is not the lead provider of a service, other agencies/districts, such as SacSewer, will provide services consistent with current practices within the City.

With development of the proposed ASI project, municipal services will be extended to the project site in order to meet its service requirements. As development proceeds, the City, and SacSewer have the ability to make any necessary adjustments to staffing or facilities, which would be addressed during their respective budget processes. These service providers' existing governmental processes designed to provide levels of review and public input will be maintained in the process of expanding services to the proposed SOI expansion area. This is already weaved into the operations of SacSewer through their transparent government structure which facilitates public involvement. A detailed assessment regarding the City's government structure is outlined in Section 9 of this MSR.

2.7 OTHER MATTERS RELATED TO EFFECTIVE SERVICE DELIVERY

The application to expand SacSewer, and the City of Sacramento's Spheres of Influence (SOI) to include the ASI project site has been submitted to the Sacramento Local Agency Formation Commission (LAFCO) for consideration. As such, LAFCO policies must be applied to the proposed project to ensure that the request is reviewed with public transparency and that the availability of municipal services and potential environmental impacts are evaluated. Prior to approval of the City's request to expand its existing SOI, LAFCO must find that the proposed project is consistent with Sacramento LAFCO's policies regarding Sphere of Influence amendments. A detailed assessment regarding other matters related to effective service delivery is outlined in Section 10 of this MSR.

2.8 CONCLUSIONS

This MSR has been prepared to assist Sacramento LAFCO in its evaluation of a SOI Amendment application for the proposed ASI project. It complies with the Cortese-Knox-Hertzberg Act and it evaluates existing and future service conditions for the following public service/issue areas: Population, Housing, and Employment Growth Projections; Disadvantaged Communities; Public Facilities and Services; Financial Ability to Provide Services; Shared Facilities Opportunities; Government Structure and Accountability; and Other Matters Related to Effective Service Delivery. Based on the information contained in this MSR, the following key findings can be made:

- The City of Sacramento is expected to continue growing, by adding jobs, housing, and a residential population.
- No defined disadvantaged communities are located on, or adjacent to, the project site.
- The City of Sacramento, in tandem with other agencies and districts such as SacSewer, have the ability to expand their public facilities and municipal services to the proposed SOI expansion area in order to serve development of the proposed ASI project.
- The City of Sacramento, and SacSewer operate with a balanced budget, and as outlined in the ASI Public Facilities Financing Plan, have the financial ability to provide municipal services to the proposed ASI project.
- The City of Sacramento, and SacSewer actively pursue opportunities to enhance its operational efficiencies, and as such, cooperatively partners with other agencies and special districts to provide a comprehensive level of municipal services, which includes several types of shared resources and facilities.
- The City of Sacramento, and SacSewer operate with a transparent governmental structure that emphasizes public involvement in their decision-making processes.

- The proposed project is consistent with the policies that LAFCO is required to apply to an application for a SOI Amendment.

3. Project Description & Relationship to Sacramento General Plan

3.1 AIRPORT SOUTH INDUSTRIAL PROJECT SITE

The Airport South Industrial (ASI) project site and Sphere of Influence (SOI) amendment area consists of approximately 472.4 acres in an unincorporated area of the County of Sacramento, immediately northwest of the City of Sacramento’s corporate boundary. The site is located south of Interstate 5 (I-5), southeast of the intersection of Powerline Road and I-5 in Sacramento County, California.

Key features adjacent to the project site include I-5 to the north, the Reclamation District 1000 (RD 1000) West Drainage Canal to the south, Powerline Road to the west, and a 200’ buffer and the North Natomas Westlake Subdivision to the east. The project site is located south of Metro Air Park (MAP) and the new Metro Air Parkway/I-5 interchange, southwest of the City of Sacramento’s Greenbriar development (now known as Northlake), and west of the existing Westlake subdivision adjacent to the current City of Sacramento boundary. The proposed SOI expansion area for the ASI project is identified on Figure 1.

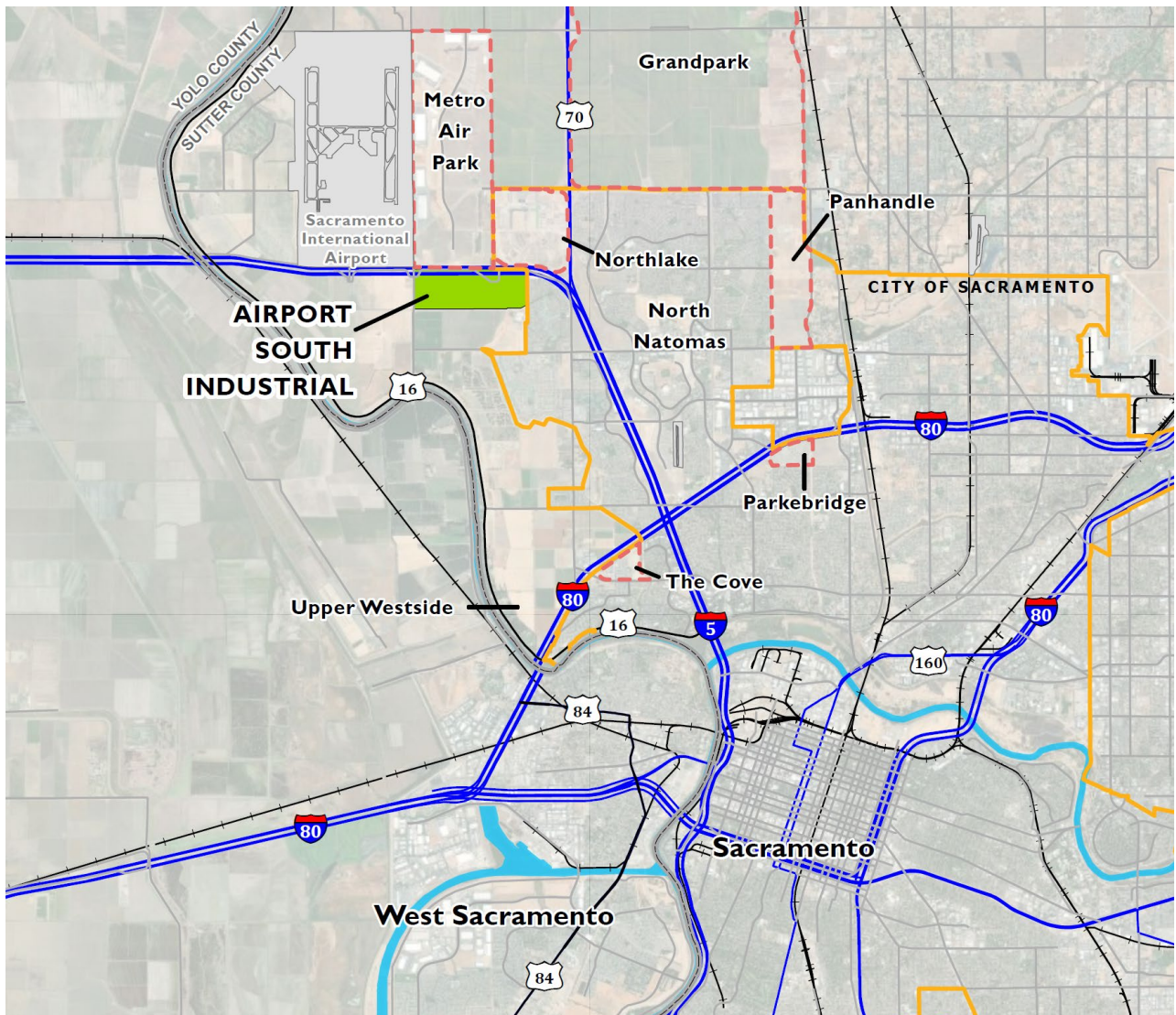


Figure 1: Airport South Industrial Study Area

3.2 SACRAMENTO GENERAL PLAN

The City of Sacramento 2040 General Plan was adopted in February of 2024 in compliance with the requirements of California Government Code Section 65300 et seq. At a high level, it defines the City's roadmap to achieving Sacramento's vision to be the most livable city in America. The General Plan is a legal document and much of its content is established by statutory requirements relating to background data, analysis, maps, and exhibits. In 2019, the City embarked on a comprehensive update of the General Plan to guide Sacramento in its next era of growth and development in a sustainable and equitable manner. The General Plan Update focused on updating policies and programs to reflect changed conditions and priorities and to address new state laws. Important cornerstones of the 2040 General Plan Update include a focus on Sacramento's neighborhoods, a new environmental justice element as required by California Government Code 65302(h), and bold action to address an accelerating climate crisis. In parallel, a new Climate Action and Adaptation Plan was prepared to establish Sacramento as a leader in climate action. As part of this effort, a new Technical Background Report (TBR) for the City was prepared to provide data and information to inform the 2040 General Plan's policy framework. While the GPU has not yet been adopted and therefore cannot be used to provide policy guidance for this MSR, the updated TBR was completed in November 2020 and provided much data and information needed for this MSR. The TBR is available on the City's website and provides a "snapshot" of Sacramento's current trends and conditions and provides a detailed description of a wide range of topics within the City, such as demographics, economic conditions, land use, public facilities, and environmental resources. Together, these resources provide much of the data used in the preparation of this MSR.

A "Targeted Municipal Services Review" (MSR) has been prepared for the Airport South Industrial Project (ASI). The document is considered a targeted MSR because it is project specific. The project site is approximately 472.4 acres in size and is bounded by Interstate 5, Powerline Road, RD-1000 canals, and City owned property, nearby open space, existing residential and Sacramento International Airport owned lands. The Sphere of Influence Amendment being proposed for the ASI Project is limited to the 475 acres that makes up the project site. As such, it was determined in consultation with LAFCo staff that a targeted project specific MSR was the appropriate document to prepare for the ASI Project. Additionally, the City's 2040 General Plan (2040 GPU) includes an implementation measure (LUP-A.3) that a citywide MSR will be prepared for the City of Sacramento.

3.3 PROJECT DESCRIPTION

The Airport South Industrial project is a non-residential development proposal located south of Interstate 5, east of Powerline Road, and immediately west of the City of Sacramento's corporate boundary. The project site is located in unincorporated Sacramento County and is proposed to be annexed into the City of Sacramento and into the service boundaries of SacSewer. Primary access to the site is available from Metro Air Parkway at the I-5 interchange, with secondary access points via South Bayou Way and Power Line Road. The proposed project is approximately 472.4 acres in size and includes an amendment to the City's existing Sphere of Influence (SOI) and SacSewer service areas. The project site is inclusive of the State of California (Caltrans) lands measured roughly to the center of I-5, and also includes the south approximate one-half of the new Metro Air Park interchange. The project site's west boundary extends to the approximate centerline of Power Line Road.

The proposed project would allow development of an industrial park and highway-commercial land uses. Industrial uses would consist of a mixture of warehouse, distribution facilities, and similar uses. Commercial uses would allow of a mixture of restaurant, hotel, fueling station, car wash, and similar uses. Public facilities, including on-site roadways, utilities, a sewer pump station, and stormwater detention basins/pumping facilities, are also incorporated into the proposed project. At buildout, developed land uses would provide up to approximately 6,609,300 sq. ft. of industrial uses and 98,200 sq. ft. of commercial uses.

A preliminary site plan for the proposed project is included as Appendix A.

4. Population, Housing & Employment Growth

4.1 HISTORICAL GROWTH PATTERNS

The Sacramento region is an economic node in Northern California and has undergone significant changes since the 1950's when the local economy was based on agriculture and food processing, State government, and military base activity. Through the 1970s, the region retained a rural character and was considered a low-cost alternative to the Bay Area. The 1980's marked a major turning point for the region, with diversification through growth in electronics, scientific and health products, tourism, and software, which resulted in significant growth in the region's population, services-sector, and construction jobs. During the 1990's and early 2000's, the region's pace of growth surpassed that of the state, the Bay Area and the San Joaquin Valley. (*City of Sacramento, General Plan Background Report (March 2015), pp. 2-179*)

4.1.A Population Characteristics

Sacramento's population has grown steadily since 1990, largely supported by development of North Natomas, South Natomas, the South Area, and other large tracts of undeveloped land. Development in these greenfield areas primarily consists of conventional suburban family housing, in line with the population trends during the 1990's of increasing household size. As of April 1, 2010, Sacramento's population was 466,488 and the City's growth rate since 1990 has more or less equaled the overall growth in the state of California, with a slightly slower rate of growth from 1990-2000 and slightly faster rate of growth from 2000-2010. Additionally, the growth rate was slightly higher prior to the recession commencing in 2008 (1.5 percent), and in subsequent years (2008-2012) decreased significantly (0.6 percent). (*City of Sacramento, General Plan Housing Element, December 17, 2013, pp. H 3-3*) Since 2010, the City's rate of population growth was generally consistent with statewide growth, but its rate was slightly lower than surrounding areas in the region. Population growth since 2010 was primarily focused in new development areas including North Natomas and the North Sacramento Community Plan Area, and the central City. (*City of Sacramento, bae urban economics, Market Demand Study | Sacramento General Plan Update, July 23, 2019, p. i*) Between 2010 and 2018, the City's residential population grew by approximately 34,180 people, which represents a 7.3% increase. Compared to statewide population growth, Sacramento continues to surpass the statewide growth rate significantly. (*City of Sacramento, bae urban economics, Market Demand Study | Sacramento General Plan Update, July 23, 2019, pp. 3-4*) As of January 1, 2021, the City's population was estimated to be 515,673. (*City of Sacramento, 2022/2033 Proposed Budget, April 2022, p. 18; City of Sacramento, FY2022/23 Approved Budget*) Population changes for the City of Sacramento as compared to the County and the State for the time period between 1990 and 2019 are summarized in the table below.

Table 1: Historical Population Growth

Area	City of Sacramento	County of Sacramento	State of California
Total Population			
1990	369,365	1,041,218	29,760,021
2000	407,018	1,223,499	33,871,648
2010	466,488	1,418,788	37,253,956
2019	508,172	1,546,174	39,557,045
Population Changes			
1990-2000	37,653	182,281	4,111,627
Avg. Annual Change	1.0%	1.8%	1.4%
2000-2010	59,470	195,289	3,382,308
Avg. Annual Change	1.5%	1.6%	1.0%
2010-2019	41,684	127,386	2,303,089
Avg. Annual Change	1.0%	1.0%	0.7%
1990-2019	138,807	504,956	9,797,024
Avg. Annual Change	1.3%	1.7%	1.1%

(City of Sacramento, General Plan Housing Element, August 17, 2021, pp. H-1-2)

4.1.B Housing Stock

Sacramento’s stock of housing has grown year over year since 1990. Between 1990 and 2006, the City issued, on average, roughly 1,900 residential permits per year, exhibiting some similar development patterns as the region. Housing construction in the City of Sacramento between the years 2000 and 2010 resulted in nearly 32,000 additional housing units, most of which was located in North Natomas. Of this new housing, approximately 20,000 units consisted of single-family homes and 11,000 units consisted of multi-family dwellings. The housing growth over this period represented the City’s highest rate since the 1950s. (City of Sacramento, General Plan Housing Element, August 17, 2021, pp. H-1-13) The rate of housing construction was significantly less between 2007 and 2012 as a result of a recession. During this period, the City produced only about 800 units per year. (City of Sacramento, General Plan Background Report (March 2015), pp. 2-196) However, in 2012, a renewed interest in new home lots and an increase in new home sales signaled a rebound in home construction. (City of Sacramento, General Plan Background Report (March 2015), pp. 2-197)

The table below shows the housing growth over the decades spanning 1990 and 2020. Of the unit totals, approximately 66% of Sacramento’s housing stock is comprised of single-unit homes, with the remaining 34% comprised of multi-unit units. The City’s share of multi-family housing is higher than the County’s average of 29% and its largest concentration is located in the Central City area, which accounts for approximately 81% of this area’s housing.

Table 2: Historical Housing Growth

Housing Growth by Decade	1990	2000	2010	2020
Total Housing Units	153,362	163,914	190,911	198,971
Additional Units Over 10 Years Prior		10,552	26,997	8,060
Percent Change Over 10 Years Prior		6.9%	16.5%	4.2%

(City of Sacramento, General Plan Housing Element, August 17, 2021, pp. H-1-13)

4.1.C Employment

Large employment sectors in the Sacramento region consist of state government and related industries, health services, financial services, and retail. Sacramento is also increasingly capturing new jobs in the technology and energy industries. The City’s current and expanding employment base has a direct effect on the City’s housing

needs and creates a positive effect to the City’s employment/ housing/ population balance. (City of Sacramento, General Plan Housing Element, December 17, 2013, pp. H 3-14)

As a result of an economic recession, the entire Sacramento region lost nearly 100,000 jobs between 2006 and 2011, which impacted the City’s employment base and job availability. During this timeframe, the region lost some specialization in financial services and construction, but maintained professional & business services and gained in government. (City of Sacramento, General Plan Background Report (March 2015), pp. 2-244)

In 2010, the City had approximately 250,570 jobs and employment grew to approximately 302,110 jobs by 2017 with post-recession growth. Over this timeframe, the City of Sacramento’s employment base grew by nearly 21%, averaging an additional 7,360 jobs per year. Annually, this equates to an average growth rate of 2.7%. Additionally, the City captured approximately 42% of the region’s employment growth, indicating that the City has maintained and strengthened its position as a major employment center in the region. (City of Sacramento, bae urban economics, Market Demand Study | Sacramento General Plan Update, July 23, 2019, p. 19)

The City’s primary jobs base continues to be concentrated in the government sector. As of 2017, nearly 120,000 jobs, or approximately 39% of the City’s entire employment base, consisted of jobs in the Local, State and Federal government sector. The second-highest employment sector is healthcare and social assistance, with approximately 38,000 jobs that comprise nearly 13% of the City’s employment base. Comparing employment sectors for the period between 2010 and 2017, the City’s largest employment gains were in health care and social assistance, administration and waste services, accommodation and food services, and local government. While some sectors experienced significant job growth, two sectors, State government and educational services, experienced a loss of jobs in the City. (City of Sacramento, bae urban economics, Market Demand Study | Sacramento General Plan Update, July 23, 2019, p. 19) A comparison of the City’s employment growth by industry sector for the period between 2010 and 2017 is summarized in the table below.

Table 3: Historical Employment by Sector

Employment	2010		2017		Absolute Change	Avg. Annual Change
	Jobs	% of Total	Jobs	% of Total		
Sector Type						
Agriculture, Forestry, Fishing and Hunting	135	0.1%	116	0.0%	-19	-2.1%
Mining, Quarrying, and Oil and Gas Extraction	n/a	n/a	10	0.0%	n/a	n/a
Utilities	32	0.0%	98	0.0%	66	17.3%
Construction	7,096	2.8%	10,848	3.6%	3,752	6.3%
Manufacturing	6,403	2.6%	7,571	2.5%	1,168	2.4%
Wholesale Trade	5,027	2.0%	7,788	2.6%	2,761	6.5%
Retail Trade	15,790	6.3%	19,470	6.4%	3,680	3.0%
Transportation and Warehousing	4,017	1.6%	5,164	n/a	1,147	3.7%
Information	3,634	1.5%	3,305	1.1%	-329	-1.3%
Finance and Insurance	5,058	2.0%	6,038	2.0%	980	2.6%
Real Estate and Rental and Leasing	2,443	1.0%	2,996	1.0%	553	3.0%
Professional and Technical Services	13,539	5.4%	16,058	5.3%	2,519	2.5%
Management of Companies and Enterprises	2,093	0.8%	2,852	0.9%	759	4.5%
Administrative and Waste Services	11,920	4.8%	21,881	7.2%	9,961	9.1%
Educational Services	3,952	1.6%	3,634	1.2%	-318	-1.2%
Health Care and Social Assistance	24,989	10.0%	38,504	12.7%	13,515	6.4%
Arts, Entertainment, and Recreation	3,026	1.2%	3,793	1.3%	767	3.3%
Accommodation and Food Services	15,230	6.1%	22,558	7.5%	7,328	5.8%
Other Services, except Public Administration	9,222	3.7%	9,541	3.2%	319	0.5%
Federal Government	1,696	0.7%	2,759	0.9%	1,063	7.2%
State Government	86,043	34.3%	81,987	27.1%	-4,056	-0.7%
Local Government	29,086	11.6%	34,577	11.4%	5,491	2.5%
Unclassified/Not Elsewhere Classified	n/a	n/a	566	0.2%	n/a	n/a
TOTAL	250,571	100%	302,111	100%	51,540	2.7%

(City of Sacramento, bae urban economics, Market Demand Study | Sacramento General Plan Update, July 23, 2019, p. 21)

4.2 GROWTH PROJECTIONS

Population, housing, and employment growth in the City of Sacramento and the surrounding region is expected to continue at a pace similar to historical trends. Projections for each of these subsets is summarized below.

4.2.A Population

As of 2019, the City of Sacramento was estimated to have a population of 508,172. (*City of Sacramento, General Plan Housing Element, August 17, 2021, pp. H-1-1*) The Sacramento Area Council of Governments (SACOG) routinely updates its growth projections for the six-county region. The City's growth rate since 1990 has more or less equaled the overall growth in the State of California, with a slightly slower rate of growth from 1990-2000 and slightly faster rate of growth from 2000-2019. SACOG estimates that the City will continue to add new residents at a rate of approximately 1.1% per year through the year 2040, which would increase Sacramento's population by approximately 140,000. (*City of Sacramento, General Plan Housing Element, August 17, 2021, pp. H-1-1*) By the year 2040, SACOG's projections indicate that the City's population will reach 618,439 people. (SACOG, *SACOG 2020 MTP/SCS Modeling Projections for 2016 and 2040* (<https://www.sacog.org/post/sacog-2020-mtpscs-modeling-projections-2016-and-2040>), 2021)

4.2.B Housing

Based on SACOG's estimates in their 2020 MTP/SCS, the City of Sacramento is expected to have approximately 261,000 housing units by the year 2035. This accounts for approximately 20% of the region's housing growth by this horizon. This projection also suggests that by 2035, approximately 50% of the City's units will be multifamily. (*City of Sacramento, General Plan Background Report (March 2015), pp. 2-198-199*) By the year 2040, SACOG estimates that the City's housing stock will increase to 266,781 units. (SACOG, *SACOG 2020 MTP/SCS Modeling Projections for 2016 and 2040* (<https://www.sacog.org/post/sacog-2020-mtpscs-modeling-projections-2016-and-2040>), 2021) Due to the differences in the data sources, the City and SACOG have slightly different housing projections, which are represented over different timelines. Despite these differences, both continue to project that housing growth will continue in the City.

4.2.C Employment

Approximately 299,732 jobs were available in the City of Sacramento in 2008. (*City of Sacramento, General Plan Housing Element, December 17, 2013, pp. H 3-14*) By 2016, the City's employment increased to 308,724 jobs, a time period that included an economic recession in which the Sacramento region lost jobs between 2006 and 2011, before employment began rebounding in 2012. Compared to 2016, SACOG's forecasting indicates that the City will experience an 18% increase in its employment base by 2040, resulting in an estimated 364,819 jobs, an increase of approximately 56,000 jobs in this time period. (SACOG, *SACOG 2020 MTP/SCS Modeling Projections for 2016 and 2040* (<https://www.sacog.org/post/sacog-2020-mtpscs-modeling-projections-2016-and-2040>), 2021) This translates to a job growth rate of approximately 0.7% per year. SACOG estimates that the City's job growth will occur at a slower rate compared to the entire Sacramento region, where employment growth could add approximately 252,840 new jobs over this period at a rate of roughly 0.9% per year. (*City of Sacramento, bae urban economics, Market Demand Study | Sacramento General Plan Update, July 23, 2019, p. 90*)

Over this time period, the office employment sector is anticipated to experience the largest gains, resulting in approximately 15,225 new jobs, at a rate of 1.2% annually. Other employment areas that are anticipated to experience significant job gains include the medical, government, and retail sectors. (*City of Sacramento, bae urban economics, Market Demand Study | Sacramento General Plan Update, July 23, 2019, p. 91*) The table below summarizes the City's employment growth projections for various employment sectors during the period spanning 2016 and 2040.

Table 4: Employment Growth Projections by Sector

Employment Sector Type	2016		2040		Absolute Change	Avg. Annual Change
	Jobs	% of Total	Jobs	% of Total		
Education	14,257	4.6%	18,753	5.1%	4,490	1.1%
Food	20,583	6.7%	24,476	6.7%	3,884	0.7%
Government	52,622	17.0%	60,807	16.7%	8,165	0.6%
Office	82,549	26.7%	97,805	26.8%	15,225	0.7%
Retail	31,266	10.1%	37,067	10.2%	5,788	0.7%
Services	28,689	9.3%	33,645	9.2%	4,945	0.7%
Medical	27,941	9.1%	41,177	11.3%	13,222	1.6%
Industrial	30,656	9.9%	31,043	8.5%	377	0.1%
Other	20,171	6.5%	20,177	5.5%	0	n/a
TOTAL	308,735	100%	364,949	100%	56,214	0.7%

(City of Sacramento, bae urban economics, Market Demand Study | Sacramento General Plan Update, July 23, 2019, p. 92)

4.3 RESIDENTIAL LAND BUILDOUT POTENTIAL

SACOG establishes the City of Sacramento’s requirement to provide its share of the region’s housing need through its Regional Housing Needs Allocation (RHNA). For the period of 2021-2029, SACOG determined that the City of Sacramento’s RHNA is 45,580 units. (SACOG, Regional Housing Needs Plan (2021-2029), March 2020, pp. 4-3) This equates to a yearly average of 5,581 housing units that the City must plan to accommodate between the period spanning June 30, 2021 through August 31, 2029. Based on its assessment of available residential capacity within the City, there is a total capacity for 51,191 housing units within planned residential developments and master planned communities, as well as on vacant land and underutilized sites. This capacity is sufficient to accommodate the RHNA of 45,580 units. (City of Sacramento, General Plan Housing Element, August 17, 2021, p. 18)

4.4 DETERMINATIONS

Based on the information above, the following determinations can be made:

- Sacramento’s population has grown steadily since 1990 and its growth rate since 1990 is approximately equal to the State of California’s rate, with a slightly slower rate of growth from 1990-2000 and slightly faster rate of growth from 2000-2018.
- Large employment sectors in Sacramento consist of state government and related industries, health services, financial services, and retail, and the City is increasingly capturing new jobs in the technology and energy industries. The region’s current and expanding employment base has a direct effect on the City’s housing needs.
- Sacramento’s stock of housing has also grown since 1990, with nearly 27,000 additional housing units added between the years 2000 and 2010, then slowing during an economic recession before a home construction rebound commenced in 2012. By 2020, approximately 8,000 additional units were constructed, resulting in a total Citywide housing stock of 198,971 units.
- Sacramento’s population is forecasted to increase by 1.1% annually between the years 2020 and 2040, with a housing stock of approximately 266,781 units by the year 2040.
- Employment growth is expected to continue with an approximate 0.7% annual increase in jobs expected between 2020 and 2040, with total employment reaching an estimated 364,949 jobs by the year 2040.

5. Disadvantaged Communities

5.1 OVERVIEW

Legislation regarding Disadvantaged Unincorporated Communities (DUCs) in the State of California became effective in 2012 with the passage of Senate Bill 244 (SB 244) on October 7, 2011. SB 244 is intended to promote infrastructure improvement investments in DUCs by establishing new requirements for LAFCOs to identify DUCs and to consider provision of water, wastewater and fire protection services for these areas.

DUCs are broadly defined as inhabited territory, pursuant to California Government Code Section 56046, or as determined by commission policy, that constitutes all or a portion of a “disadvantaged community” as defined by Section 79505.5 of the Water Code. As more specifically defined, a DUC consists of at least 10 dwelling units in a fringe, island, or legacy community where the median household income is 80 percent or less of the State’s established median household income. An unincorporated fringe community is considered any inhabited and unincorporated territory that is within a City’s SOI. An unincorporated island community is defined as any inhabited and unincorporated territory that is surrounded/substantially surrounded by the boundary of one or more cities, counties, or the Pacific Ocean. An unincorporated legacy community is one that is geographically isolated that has been inhabited and/or existed for at least 50 years.

The proposed ASI SOI expansion area is not developed and is located in unincorporated Sacramento County, however it lies adjacent to a portion of the western edge of Sacramento’s City limits. The area surrounding the proposed SOI expansion area consists of a combination of undeveloped/vacant land and developed residential neighborhoods. To the east of the proposed expansion area, existing development consists of single-family residential neighborhoods that are part of a gated community in the City of Sacramento. To the north of the proposed SOI expansion area, across I-5, existing and planned development consists of non-residential, industrial/warehousing uses within the Metro Air Park. To the south and west of the proposed SOI expansion area, land is vacant and a portion of these areas are designated for permanent open space for natural resources. None of these surrounding areas meet the definition of a DUC.

5.2 DETERMINATIONS

Based on the information above, the following determination can be made regarding disadvantaged communities:

- There are no disadvantaged unincorporated communities within, or adjacent to, in the proposed ASI SOI expansion area.

6. Public Facilities & Services

The City of Sacramento provides a comprehensive level of municipal services including water, wastewater, solid waste, storm drainage, law enforcement, fire protection, transportation and street maintenance, parks and recreation, library, and general governmental services. The City also has a Capital Improvement Program for the advancement of its public facilities and services. This subsection addresses the current and planned availability of the City’s various municipal services and public facilities.

6.1 WATER

Potable water supply for the City of Sacramento is sourced from the Sacramento River, the American River, and several groundwater wells located in the North and South American Subbasins. The City operates and maintains its water infrastructure network throughout the City, which consists of water treatment facilities, groundwater wells, pumping facilities, storage tanks, and transmission/distribution pipelines.

6.1.A Existing Levels of Service and Improvements

Water Service Area

The City of Sacramento is both a water retailer and a water wholesaler and it maintains facilities that produce, treat, store, and deliver drinking water to its customers. The City’s retail water service area is approximately 101 square miles in size, which serves customers predominantly located within the City’s corporate limits and foreseeable future City expansions. The City also serves a small number of customers outside its limits in an adjacent, unincorporated portion of Sacramento County. In addition, the Sacramento Power Authority’s (SPA) Cogeneration (Cogen) Facility is located outside of the City limits and currently receives potable water from the City and recycled water through a partnership with the Regional Sanitation District. The City also provides wholesale water service to other agencies from its entitlements. Wholesale customers include Sacramento County Water Agency (including the Sacramento International Airport), Sacramento Suburban Water District, and California American Water Company. Additionally, the City “wheels” water to Sacramento County Water Agency Zone 40 by using that agency’s water supply entitlements.

The City holds rights to divert surface water from both the Sacramento River and the American River, which is treated via the Sacramento River Water Treatment Plant and the E.A. Fairbairn Water Treatment Plant. The City also produces water from its groundwater wells that are located throughout its water service area. A citywide network of water pipelines, tanks, and pumping facilities is operated and maintained in order to deliver water to the City’s retail and wholesale customers. (*City of Sacramento, 2020 Urban Water Management Plan, June 2021, pp. ES-2*)

Surface Water Supply

The City has relied on river water for its primary source of supply since 1854 and among other rights claims pre-1914 rights to divert water from the Sacramento River. The City holds five (5) water rights permits: one (1) for diversion of Sacramento River water and four (4) for diversion of American River water. (*City of Sacramento, Urban Services Management Plan, November 2006, pp. 4-1*) Based on the above-described agreements with the United States Bureau of Reclamation (USBR), the City can divert up to 245,000 acre-feet per year (AFY) from the American River and up to 81,800 AFY from the Sacramento River. Combined, the City of Sacramento is permitted to divert up to 326,800 AFY annually for its water supply portfolio. The City’s water rights, in conjunction with its USBR agreements, provide the City with a very reliable and secure surface water supply. (*City of Sacramento, General Plan Background Report (November 2020), pp. 4-31*)

Table 5: Projected Annual Surface Water Supply

Water District	Projected Water Supply Volume				
	2025	2030	2035	2040	2045
Sacramento River	81,800	81,800	81,800	81,800	81,800
American River	228,000	245,000	245,000	245,000	245,000
TOTAL	309,800	326,800	326,800	326,800	326,800

(*City of Sacramento, 2020 Urban Water Management Plan, June 2021, pp. 6-9*)

In 1957, the Bureau of Reclamation (Bureau) and the City of Sacramento executed a water rights settlement contract, which among other provisions, provides that:

- The Bureau agreed to regulate flows at Folsom Reservoir so as to assure the City's ability to divert up to 245,000 acre-feet/year under the City's American River water rights and to operate Central Valley Project (CVP) reservoirs so as not to interfere with the City's exercise of its Sacramento River water rights.
- The City agreed to limit its total diversion rates, including direct diversions and re-diversions of stored water release from upstream reservoirs, to 225 cfs of Sacramento River water and 675 cfs of American River water.

- The City agreed to limit its total diversions from the Sacramento and American rivers to 326,800-acre feet/year.

(City of Sacramento, *General Plan Background Report (November 2020)*, pp. 4-30)

Under the Water Forum Agreement, the City has agreed to restrict its diversions out of the expanded Fairbairn Water Treatment Plant (FWTP) during periods when flows in the Lower American River are less than the minimum flows specified by Judge Hodge in the Environmental Defense Fund vs. East Bay Municipal Utility District litigations (i.e., Hodge Flows). Water Forum conditions also include additional restrictions during extremely dry years (when March through November Folsom inflow is less than 400,000 AF). (City of Sacramento, *General Plan Background Report (November 2020)*, pp. 4-31 to 4-32)

Groundwater Supply

As of 2020, the City operated 26 permitted municipal groundwater supply wells within the City limits. These wells supply the City with approximately 20 million gallons per day (mgd) of reliable municipal water, which is pumped from the North American and South American Groundwater Sub Basins. The City's average groundwater deliveries between 2006 to 2017 was approximately 16 mgd. The City also operated 22 non-potable groundwater wells for park irrigation. The City is a member of both the Sacramento Groundwater Authority (SGA) and Sacramento County Groundwater Forum (SCGF). The SGA and SCGF share a common goal to responsibly manage the groundwater basin through a commitment to not exceed each basin's long-term sustainable yield. The SGA sustainable yield is estimated to be approximately 131,000 AFY and the SCGF sustainable yield is estimated to be approximately 273,000 AFY according to the Water Forum Agreement (WFA) and GMPs. The sustainable yields determined through the WFA provide for sufficient groundwater pumping to meet the projected level of groundwater demand through 2030. (City of Sacramento, *General Plan Background Report (November 2020)*, pp. 4-34 to 4-35)

City Water Infrastructure Facilities

The City's water infrastructure network consists of two surface water treatment facilities, two pressure zones, and a supporting system of groundwater wells, pumping facilities, storage tanks, and distribution/transmission pipelines.

- **Water Treatment Facilities:** The City treats its surface water diversions at both the Sacramento River Water Treatment Plant (SRWTP) and the E.A. Fairbairn Water Treatment Plant (EAFWTP). The SRWTP treats Sacramento River water and has a maximum processing capacity of 160 million gallons per day (MGD). The City is permitted to operate this plant at 160 MGD in the summer months and 120 MGD in the shoulder months, however treatment capacity may be lowered to 135 MGD in the summer months if certain low-river levels occur. The City is evaluating the potential to increase this plant's diversion and treatment capacity to 310 MGD. The EAFWTP treats American River water and is currently rated for a diversion capacity of 200 MGD, with a permitted treatment capacity of 160 MGD. The EAFWTP was designed to be expanded in stages to an ultimate treatment capacity of 404 MGD. However, due to several factors, the EAFWTP's current reliable capacity during peak demand periods is 80 MGD, with the ability to operate at up to 100 MGD for short time periods. (City of Sacramento, *2020 Urban Water Management Plan, June 2021*, pp. 3-8)
- **Pressure Zones:** The City's water distribution system is divided into two pressure zones. High service pumps at each treatment plant pumps water into the distribution system to create a pressure zone that serves most of the City. However, a second pressure zone is utilized for a small zone in the northeast area of the City. On average the City maintains approximately 45 pounds per square inch (psi) throughout its system with a minimum pressure threshold of 30 psi. (City of Sacramento, *2020 Urban Water Management Plan, June 2021*, pp. 3-9)
- **Groundwater Wells:** The City currently operates and maintains 26 permitted groundwater wells in the North American Subbasin and 2 permitted wells in the South American Subbasin. Of these, 23 are operated regularly to supply municipal water. Additionally, the City operates 22 irrigation/park supply wells, and three recently-completed, but not-yet-permitted wells. The total maximum pumping capacity of all wells is approximately 23 MGD, but factoring in a reduced availability of well production, the total pumping capacity is approximately 14 to 20 MGD. (City of Sacramento, *2020 Urban Water Management Plan, June 2021*, pp. 3-9)

- **Pumping Facilities:** The City operates and maintains a combined 18 high-lift service pumps at its water treatment plants and has capacity to add an additional 6 high-lift service pumps at the EAFWTP. Each storage reservoir includes pump stations to supply water to customers as demand varies. The City maintains one additional booster pump station to serve water in a small separated pressure zone in the northeast part of the City. (*City of Sacramento, 2020 Urban Water Management Plan, June 2021, pp. 3-9*)
- **Storage Tanks:** The City operates and maintains 17 water storage facilities. These include 12 reservoirs that are located throughout the City, and five finished water clearwells that are located at each water treatment plants. The system's total reservoir storage capacity is 49 million gallons (MG) and its total clearwell capacity is approximately 45 MG. (*City of Sacramento, 2020 Urban Water Management Plan, June 2021, pp. 3-9*)
- **Distribution/Transmission Pipelines:** The City maintains approximately 1,800 miles of transmission and distribution system mains throughout the City, which range in size between 2" and 72" in diameter. Of this network, approximately 415 miles of pipelines exceed 12" in diameter, while approximately 70% consists of 6" and 8" diameter pipelines. The City has one dedicated pipeline that conveys recycled water from the Sacramento Regional Wastewater Treatment Plant to the Sacramento Power Authority Cogeneration Facility. (*City of Sacramento, 2020 Urban Water Management Plan, June 2021, pp. 3-9*)

Project Site Water Infrastructure Facilities

The City of Sacramento operates and maintains a 30" water transmission main in South Bayou Way that terminates near the east edge of the ASI project site. This transmission main was originally constructed to "wheel" the City's water through the County of Sacramento to nearby development areas, including the Sacramento International Airport and Metro Air Park, both located in proximity to the project site.

Existing on-site water infrastructure includes a 16"/24" transmission main and a parallel 12" redundant main in South Bayou Way, which are operated and maintained by the County of Sacramento. These facilities extend westward into the site from a City/County metering station located immediately east of the project boundary. The County's system ties to other transmission mains that serve Metro Air Park and the Sacramento International Airport and includes a two, 1.4-million gallon water tanks that are located immediately west of the project site, near the southwest intersection of I-5 and Power Line Road.

Water Conservation

The City implements several water conservation measures to reduce potable water demand from customers. This is achieved primarily by applying several types of Demand Management Measures (DMMs) that are outlined in the City's Urban Water Management Plan. These DMMs enable the City to comply with the requirements of Senate Bill X7-7 through adoption of a Water Conservation Plan in 2013. This Plan established water conservation goals to help achieve a 20 percent reduction in urban per capita water use in California by the year 2020, which was established at 225 gallons per person per day by 2020. Based on the City's water service area population and water use in 2020, the City met and exceeded its water conservation target with a per capita water use of 169 gallons per person per day. (*City of Sacramento, 2020 Urban Water Management Plan, June 2021, pp. ES-3*)

6.1.B Plans and Regulatory Requirements

There are numerous Federal, State, and local laws and regulations pertaining to water resources. These include the Federal Clean Water Act (CWA), Federal Safe Drinking Water Act (SDWA), and associated State regulations that implement these Acts.

State regulations addressing drinking water standards, including water treatment and quality, have been established by the State Department of Health Services (DHS) and are included in Title 22 of the California Code of Regulations (CCR). In addition, the City of Sacramento and the SOI expansion area are within the jurisdiction of the Central Valley Regional Water Quality Control Board (CVRWQCB), which is responsible for implementing the CWA at the State level. The CVRWQCB regulates discharges to surface water and groundwater through the establishment and enforcement of waste discharge requirements, as needed to prevent pollution or nuisance and implement water quality standards (Water Quality Control Plan for the Sacramento River Basin and San Joaquin River Basin). Water quality regulations are included in Title 27 of

the CCR. The diversion and use of surface water supplies by jurisdictions is subject to applicable provisions of the California Constitution and State laws. The State Water Resources Control Board (SWRCB) is responsible for the administration of appropriative water rights acquired after 1914. In addition, surface water delivery requirements under various Federal and State programs (e.g., U.S. Bureau of Reclamation CVP, State Water Project, and CALFED) must also be considered in evaluating the availability of supplies.

The various plans and regulatory requirements for water resources are summarized in this sub-section.

Federal Requirements

U.S. Environmental Protection Agency (EPA). The EPA has established primary drinking water standards in Section 304 of the Clean Water Act (CWA). It requires that all States ensure that potable water for the public meets CWA standards, which includes standards for 81 individual constituents. (*City of Sacramento, General Plan Background Report (November 2020)*, pp. 4-38)

State Requirements

Water Management Planning Act. California Water Code Section 10610 (et seq.) requires that all public water systems providing municipal water to more than 3,000 customers, or supplying more than 3,000 AFY, prepare an Urban Water Management Plan (UWMP). The Department of Water Resources (DWR) provides guidance to urban water suppliers in the preparation and implementation of UWMPs. UWMPs must be updated at least every five years on or before December 31, in years ending in five and zero. (*City of Sacramento, General Plan Background Report (November 2020)*, pp. 4-38) The City adopted its most recent UWMP in June 2021.

Senate Bill 610 - Water Supply Assessments. Senate Bill (SB) 610 requires that water supply and demand analysis be conducted as part of a land use planning process. SB 610 amended the statutes of the Urban Water Management Planning Act, as well as the California Water Code section 10910 et seq. A Water Supply assessment (WSA) is required for projects of a certain size and must identify the total projected water supplies that will be available during normal, single dry and multiple dry water years during a 20-year projection. The foundation document for compliance with SB 610 is the UWMP. (*City of Sacramento, General Plan Background Report (November 2020)*, pp. 4-38)

Senate Bill 221- Written Verification of Water Supply. Government Code Section 66473.7(a)(1) requires an affirmative written verification of sufficient water supply prior to approval of a tentative map for projects meeting a certain size threshold. This verification, like SB 610, must include documentation of historical water deliveries for the previous 20 years, as well as a description of reasonably foreseeable impacts of the proposed subdivision on the availability of water resources of the region. (*City of Sacramento, General Plan Background Report (November 2020)*, pp. 4-39)

Drinking Water Quality. The California Department of Public Health (DPH) is responsible for implementing the Federal Safe Drinking Water Act of 1974 and its updates, as well as California statutes and regulations related to drinking water. DPH inspects and provides regulatory oversight for public water systems within California. In the Sacramento region, the Central Valley Regional Water Quality Control Board (CVRWQCB) is responsible for protecting the beneficial uses of the State's municipal drinking water supply. Public water system operators are required to regularly monitor their drinking water sources for microbiological, chemical, and radiological contaminants to show that drinking water supplies meet the regulatory requirements listed in Title 22 of the California Code of Regulations as primary maximum contaminant levels (MCLs). Public water system operators are also required to monitor for a number of other contaminants and characteristics that address the aesthetic properties of drinking water. (*City of Sacramento, General Plan Background Report (November 2020)*, pp. 4-39)

Senate Bill X7-7. In February 2010, the 20x2020 Water Conservation Plan was released as part of an effort to reduce stress on the environment of the Sacramento-San Joaquin Delta. The plan outlines a statewide road map to maximize urban water efficiency and conservation. The draft of this plan served as the basis for Senate Bill X7-7 (aka the Water Conservation Act of 2009), which set a goal to achieve a 20 percent reduction in urban per capita water use in California by 2020. The law requires urban water suppliers to establish water conservation targets for the years 2015 and 2020. (*City of Sacramento, General Plan Background Report (November 2020)*, pp. 4-39)

Assembly Bill 1465. Assembly Bill 1465 requires that urban water suppliers include their water demand management measures in the Urban Water Management Plan. Suppliers are required to describe

opportunities to offset potable water use by utilizing water that is already available through stormwater recapture or recycled water use. (*City of Sacramento, General Plan Background Report (November 2020)*, pp. 4-40)

Sustainable Groundwater Management Act. Passed in September 2014, the Sustainable Groundwater Management Act (SGMA) was a legislative package comprised of three bills: AB 1739 (Dickinson), SB 1168 (Pavley), and SB 1319 (Pavley). The legislation provides a framework for sustainable management of groundwater supplies by local authorities, with a limited role for state intervention when necessary to protect the resource. The legislation provides a process and timeline for local authorities to achieve sustainable management of groundwater basins. In order to be in compliance with SGMA, agencies must form local Groundwater Sustainability Agencies (GSAs), which must adopt Groundwater Sustainability Plans (GSPs) which must implement specific sustainability goals within 20 years. (*City of Sacramento, General Plan Background Report (November 2020)*, pp. 4-40 to 4-41)

Assembly Bill 1168 and Senate Bill 606. Passed in 2018, AB 1668 and SB 606 build on existing Senate Bill X7-7 and the goal to reduce urban per capita water use by 20 percent in California by the year 2020. Key elements of the laws include requirements to establish water use objectives and long-term standards for efficient water use that apply to urban retail water suppliers. The objectives are based on indoor residential water use, outdoor residential water use, commercial, industrial and institutional irrigation with dedicated meters, water loss due to leaks in water system pipes, and other unique local uses. AB 1668 provides standards for indoor residential water use, establishing a 55 gallons per capita per day (gpcd) standard until 2025, a 52.5 gpcd standard after 2025, and a 50 gpcd standard after 2030. SB 606 requires urban water suppliers to annually calculate actual urban water use and report to the Department of Water Resources, with the first report being due by November, 2023. (*City of Sacramento, General Plan Background Report (November 2020)*, pp. 4-41)

Local Requirements

Water Forum Agreement. The City of Sacramento is a member of the Water Forum. The Water Forum is a diverse group of business and agricultural leaders, citizens groups, environmentalists, water managers and local governments in the Sacramento region. These stakeholders agreed to a series of actions, or elements, to achieve the Water Forum's two co-equal objectives. These include providing a reliable and safe water supply for the region's economic health and planned development to the year 2030; and preserving the fishery, wildlife, recreational and aesthetic values of the Lower American River.

Urban Water Management Plan. The City of Sacramento's 2020 Urban Water Management Plan (UWMP) was adopted in June 2021 as a means to assess the availability and reliability of its water supplies over a 20+ year horizon. The California Water Code specifies the requirements of an UWMP, including elements that address a water supplier's water supply sources, existing facilities, water usage, service reliability, drought risk, demand reduction measures, regulatory compliance, and other factors. The data in the City's UWMP was used for this MSR to identify the City's water demands at buildout and assess its ability to serve the SOI expansion area.

City of Sacramento General Plan. The City's 2040 General Plan contains goals, policies and implementation measures relevant to water service. Applicable policies are summarized below:

- **PFS-3.1 Provision of Adequate Utilities.** The City shall continue to provide reliable water, wastewater, and stormwater drainage utility services to areas in the city currently receiving these services from the City, and to provide and maintain adequate water, wastewater, and stormwater drainage utility services to areas in the city that do not currently receive these City services upon funding and construction of necessary infrastructure.
- **PFS-3.4 Water Distribution System Management.** The City shall maintain and periodically update the Water Distribution System Master Plan to guide rehabilitation, replacement, and management of the potable water distribution system..
- **PFS-4 States that the City shall maintain "a reliable supply of high-quality water that meets projected needs within the city's place of use.."**
- **PFS-4.1 Exercise and Protect Water Rights.** The City shall exercise and protect its water rights and entitlements in perpetuity.

- **PFS-4.2 Water Supply Sustainability.** The City shall maintain a surface water/groundwater conjunctive use program, which uses more surface water when it is available and more groundwater when surface water is limited.
- **PFS-4.3 Surface Water Supply.** The City shall continue to explore and advance options for diverting, treating, and conveying surface water to be able to continue fully meeting potable supply demand.
- **PFS-4.4 Groundwater Infrastructure.** The City shall maintain investment in groundwater infrastructure to provide for water supply reliability. Groundwater sustainability, cost effectiveness, and the quality of the resource shall be factored into groundwater investments.
- **PFS-4.5 Comprehensive Water Supply Planning.** The City shall prepare and implement an Urban Water Management Plan, updating it on a 5-year cycle, to ensure a reliable, long-term water supply and service under projected future conditions.
- **PFS-4.6 Recycled Water.** The City shall continue to monitor the feasibility of utilizing recycled water where appropriate, cost effective, safe, and environmentally sustainable.
- **PFS-4.7 Water Supply During Emergencies.** The City shall, to the extent feasible, maintain adequate water supply during emergencies in accordance with the Water Master Plan and the Urban Water Management Plan.
- **PFS-4.8 New Development.** The City shall ensure that water supply capacity is in place prior to granting building permits for new development.

City of Sacramento Design Standards. Section 13 of the City's Design Standards sets forth requirements regarding the design and operation of water distribution facilities. Those requirements include standards for pipe design, fire hydrants, and specific requirements for residential, commercial and industrial water service. (*City of Sacramento, General Plan Background Report (November 2020), pp. 4-42*)

6.1.C Study Area Level of Service Improvements

Planned Improvements

Upon approval of the SOI expansion, potable water service to the ASI project will be provided by the City of Sacramento. Project development includes construction of a City-operated and maintained domestic and fire water system that will connect to the City's existing 30" transmission main located east of the project site, east of the City/County metering station. From this point of connection, a 24" water transmission main will be constructed in new on-site roadways and will be extended to Power Line Road. These improvements may include emergency cross-ties into the County's system to the north and/or into the City's system adjacent to the Westlake community to the east. The on-site water system serving the ASI project is intended to be operated separately from the County's on-site system. However, portions of the County's transmission mains are planned to be re-routed internally as development proceeds.

City's Future Water Demand Projections

As outlined in the 2020 UWMP, the City routinely evaluates its water supply sources and prepares projections for future water demands. These projections are summarized in the tables below.

Table 6: Historical Water Demand by Use Sector (AFY)

Water Use Sector	2016	2017	2018	2019
Single Family	41,435	41,868	40,853	39,414
Multi-Family	13,825	12,892	12,171	13,470
Commercial (and Industrial)	16,751	17,949	17,889	16,572
Institutional (and Governmental)	4,029	4,464	4,668	5,478
Landscape	4,275	4,915	4,676	2,492
Other	79	127	235	492
<i>Sub-Total Retail Demand</i>	<i>80,394</i>	<i>82,215</i>	<i>80,491</i>	<i>77,919</i>
Wholesale Demand	958	2,460	1,027	8,465
Losses	5,803	9,147	11,379	10,998
TOTAL DEMAND	87,155	93,823	92,897	97,382

(City of Sacramento, 2020 Urban Water Management Plan, June 2021, pp. 4-2)

Table 7: Potable & Non-Potable Water Retail Demand Projections (AFY)

Use Type	Projected Water Use*				
	2025	2030	2035	2040	2045 (opt.)
Single Family	46,913	47,491	48,069	48,647	51,098
Multi-Family	15,334	16,085	16,837	17,588	18,474
Commercial	17,871	19,068	20,266	21,464	22,545
Institutional/Governmental	6,094	6,200	6,306	6,412	6,736
Landscape	5,087	7,144	9,200	11,257	11,824
Other Potable	2,366	4,054	5,742	7,430	7,804
Losses	13,767	13,767	13,766	13,766	14,460
TOTAL	107,432	113,809	120,187	126,564	132,942

* Units of measure (AF, CCF, MG) must remain consistent throughout the UWMP as reported in Table 2-3.

(City of Sacramento, 2020 Urban Water Management Plan, June 2021, pp. 4-4)

The City’s projected retail water demand by the year 2050 is summarized in the table below. This includes an assumed allocation for the Airport South Industrial Area, which coincides with the SOI expansion area that this the subject of this MSR.

Table 8: 2050 Retail Water Use Projections

Parameter	Projected Demand (AF)	Projected Average Day Demand (MGD)
Existing Retail Use ^(a)	91,867	82.0
Drought Rebound Factor for Existing Use ^(a)	9,187	8.2
Increase for Future Retail Use	38,266	34.2
Natomas Joint Vision Area Future Demand ^(b)	15,900	14.2
Airport South Industrial Area	643	0.6
TOTAL 2050 PROJECTED RETAIL USE	155,219	138.6

(a) The City’s on-going Water Master Plan Update used 2018 data for existing retail use and drought rebound factor.

(b) Includes estimated use for the Grandpark Specific Plan and Upper Westside Specific Plan for purposes of a sensitivity analysis but recognizing that the Natomas Joint Vision Area would require annexation into the City prior to receiving any water supply and services from the City of Sacramento.

(City of Sacramento, 2020 Urban Water Management Plan, June 2021, pp. 4-5)

The City has a buildout surface water allocation of 326,800 AFY and a groundwater supply estimate of 39,155, AFY, for a total supply of 365,955 AFY. This supply exceeds the projected total water demand for the year 2050, as outlined in the table above. And as noted previously, the projected 2050 water demand includes service to the ASI SOI expansion area.

In addition, to meet current and future water demands in a reliable manner, the City is evaluating several projects to increase its long-term water treatment capacities. This includes the potential expansion of the Sacramento River Water Treatment Plant and construction of the RiverArc project, a new regional water treatment plant. Additional measures are provided for in various City master plans. The City’s ongoing Water Master Plan Update includes recommendations for the City to continue pursuing a rehabilitation of the E.A. Fairbairn Water Treatment Plant and a retrofit to the intake at the Sacramento Water Treatment Plant. And the City’s Groundwater Master Plan includes recommendations for the City to expand its groundwater program. (City of Sacramento, 2020 Urban Water Management Plan, June 2021, pp. ES-3)

ASI Project Water Demands

A Preliminary Water Study was prepared to analyze the planned water infrastructure system designed to support development of the ASI project. It evaluates proposed land uses, potable water system hydraulics, and infrastructure-level improvements. The modeling conducted for this Study indicates that project buildout will generate water demands as summarized in the table below.

Table 9: ASI Project Water Demand Summary

Land Use	Acreage	ADD Unit Water Demand		Demand (gpm)		
		AFY/Acre	GPM/Acre	ADD	MDD	PHD
Mixed Use	13.4	2	1.24	17	33	43
Industrial	236.5	0.9	0.56	132	264	343
Future Industrial	83	0.9	0.56	46	93	120
TOTAL	332.9	--	--	195	390	507

(Wood Rodgers, ASI Preliminary Water Study, August 29, 2022, p. 4)

Based on the data in the table above, the total average daily demand for the proposed ASI project is approximately 314 acre-feet per year (AFY).

6.1.D Determinations

Based on the information above, the following determinations can be made:

- The City of Sacramento is both a water retailer and a water wholesaler and it maintains an infrastructure system for the production, treatment, storage, and delivery of water to customers in its 101-square-mile service area.
- The City has adequate water supply resources and water rights to serve the City of Sacramento and its other wholesale customers, including the proposed SOI expansion area.
- The City’s water sources are derived from surface water diversions from both the Sacramento and American Rivers, and from the production of water from groundwater wells.
- The City’s water infrastructure network consists of two surface water treatment facilities, two pressure zones, and a supporting system of groundwater wells, pumping facilities, storage tanks, and distribution/transmission pipelines.
- The City operates and maintains a 30” water transmission main in South Bayou Way that terminates near the east edge of the SOI expansion area, which provides a point of connection to serve development of the ASI project.
- The City’s existing water infrastructure network, including its water supply, treatment facilities, and delivery system can be extended from adjacent development to provide service to the ASI project.

6.2 WASTEWATER

6.2.A Existing Levels of Service and Improvements

Wastewater Collection

The ASI project area is proposed for annexation into Sacramento Area Sewer District (SacSewer) service boundaries. The project site currently lies outside the Sacramento County Urban Services Boundary, and therefore is not included in the current SacSewer boundary. Upon adoption of the SOI Amendment an application will be submitted to Sacramento LAFCo to consider the project area's annexation into SacSewer's service district.

The City of Sacramento provides wastewater collection for a portion of the City. The collection system owned and operated by the City consists of a portion that collects only wastewater, and an older central-city portion that consists of a combined system that collects both storm drainage and wastewater. The local City collection system discharges wastewater to Sacramento Regional Wastewater Treatment Plant, where wastewater is collected, treated, and discharged to the Sacramento River and recycled systems within Sacramento County and other areas.

The City-operated local collection system does not include the City of Sacramento North Natomas lands and other areas of the City. The community of Natomas' collection system is owned and operated by SacSewer and includes all wastewater collection systems that carry up to 10 million gallons per day (mgd) that discharge to the interceptor system. The district provides the collection systems for Metro Air Park, the Sacramento International Airport, and existing North Natomas lands.

The district provides conveyance, treatment and single source of disposal service to a number of contributing agencies. These include the City of Folsom, the City of Sacramento, City of Citrus Heights, City of Rancho Cordova, City of Elk Grove and the City of West Sacramento. Wastewater is discharged into the district's interceptor system and treated at Sacramento Regional Wastewater Treatment Plant (SRWTP). The district provides wastewater conveyance and treatment services to approximately 1.6 million residential, industrial and commercial customers.

Wastewater Treatment

Sacramento Regional Wastewater Treatment Plant (SRWTP) began operation in 1982 and is located on 900-acres of a 3,550-acre site between Interstate 5 and Franklin Boulevard, north of Laguna Boulevard. The remaining 2,650-acres on the site serve as a "bufferland" between the SRWTP and nearby residential areas. Wastewater is treated by accelerated physical and natural biological processes before it is discharged to the Sacramento River. The SRWTP is permitted to treat an average dry weather flow (ADWF) of 181 million gallons per day (mgd). (*California Regional Water Quality Control Board Discharge Permit, April 22, 2021, pp. F-4*)

6.2.B Plans and Regulatory Requirements

Federal and State Requirements

SacSewer is regulated by the Federal government under a strict set of laws generally established under the Federal Clean Water Act (CWA) passed in 1972. Important amendments to the CWA were added in 1977 that further regulate wastewater treatment. The quality of the effluent that can be discharged to waterways in the Sacramento area by the Sacramento Regional Wastewater Treatment Plant (SRWTP) is established by the Central Valley RWQCB through waste discharge requirements (WDRs) that implement the NPDES permit. WDRs are updated at least every 5 years. A new permit must be issued in the event of a major change or expansion of the facility. In April 2021, the Central Valley RWQCB issued Order No. R5-2021-0019, NPDES No. CA 0077682, to the Sacramento Regional County Sanitation District (Regional San) for its Sacramento Regional Wastewater Treatment Plant (SRWTP), which treats wastewater from its service area before discharging the treated effluent into the Sacramento River. The Central Valley RWQCB amended the NPDES Permit (R5-2021-0019-01) to include the production of recycled water by the EchoWater Project in accordance with the 2018 conditionally accepted Title 22 Engineering Report by the Division of Drinking Water. The water quality objectives established in the Central Valley RWQCB Basin Plan are protected, in part, by Order No. R5-2021-0019-01, NPDES No. CA 0077682. Currently, the

SRWTP is permitted for a discharge of up to 181 million gallons per day (mgd) of treated effluent into the Sacramento River. Local Requirements:

City of Sacramento General Plan. The City's 2040 General Plan contains goals, policies and implementation measures relevant to wastewater services. Applicable policies are summarized below:

- **PFS-3.3 Development Impacts.** Through the development review process, including through development impact fees and offsite improvements constructed by new development, the City shall ensure that adequate public utilities and services are available to serve new development.
- **PFS-3.10 Meet Projected Needs.** The City shall foster the orderly and efficient expansion of facilities and infrastructure to adequately meet projected needs, comply with current and future regulations, and maintain public health, safety, and welfare. Infrastructure and facility planning should discourage oversizing of infrastructure that could induce growth at the edges of the city beyond what is anticipated in the General Plan.
- **PFS_A.3 Sewer Master Plan Updates.** The City shall review and update Sewer Long Range Plans as needed to accommodate the land use and development pattern of the 2040 General Plan, prioritizing long range plans for the sewer basins where significant new growth is projected.

6.2.C Study area Level of Service Improvements

Planned Improvements

The ASI project site is not currently located within SacSewer's Master Plans as a future area to be served. However, upon expansion of the SOI and annexation into the City of Sacramento, the project site would also be annexed into SacSewer's service areas with the expectation that sewer services be extended to the site.

A Level 1 Sewer Study was prepared to evaluate the wastewater flows and the sewer infrastructure needed to serve the ASI project. It demonstrates how project development will construct on-site sewer pipes and a sewer pump station, including several options for the construction of off-site facilities needed to convey wastewater to existing SacSewer conveyance facilities, then ultimately to the SRWTP for treatment and disposal.

The planned on-site sewer system consists of a pipe network that gravity-flows to a central sewer pump station. Sewer pipes range from 8"-18" in size and are located in public roadways. From the pump station, wastewater is pumped via force main to an existing SacSewer trunk and/or an existing SacSewer interceptor, both of which are off-site and located to the east in the City of Sacramento's North Natomas community. Because the Sewer Study identifies several options for the construction of off-site facilities, a final alignment will be determined through subsequent studies before development of the ASI project commences. SacSewer staff have indicated that capacity exists in the existing downstream system to accommodate sewage flows from the project.

ASI Project Wastewater Generation

Based on the project site plan, the Sewer Study estimates that the ASI project's total sewer demand, expressed as equivalent single family dwelling units (ESDs), consists of approximately 81 ESDs of commercial units, 1,870 industrial (warehouse) ESDs, 516 detention basin ESDs, 152 ESDs of roadway/right-of-way, pump stations and buffer spaces. This is summarized in the table below.

Table 10: ASI Project Sewer ESDs

Land Use Code	Land Use Description	Area (ac.)	Sewer Density (du/ac)	EDSs
C	Commercial (Restaurant, Gas Station/Car Wash, Hotel)	13.4	6	80.4
Industrial	Industrial (Warehouse)	311.7	6	1,870.2
Basin	Stormwater Detention Basin	86.0	6	516.0
Buffer	Land Buffer	2.3	6	13.8
PS	Pump Station (Sewer & Stormwater)	0.9	6	5.4
Roads	Internal Roadways & Caltrans Parcel	22.2	6	133.2
I-5	Interstate 5 Corridor	37.9	0	0.0
TOTAL		474.4		2,619.0

(Wood Rodgers, ASI Level 1 Sewer Study, August 31, 2022, p. 4)

Based on the data in the table above, the cumulative ADWF and PWWF demand is expected to be 0.81 mgd and 2.09 mgd, respectively. The project’s sewer pump station will be designed to meet the ultimate peak wet weather flows (PWWF).

Wastewater Treatment

6.2.D The SRWTP began operation in 1982 and is located on 900-acres of a 3,550-acre site between Interstate 5 and Franklin Boulevard, north of Laguna Boulevard. The remaining 2,650-acres on the site serve as a “bufferland” between the SRWTP and nearby residential areas. Wastewater is treated by accelerated physical and natural biological processes before it is discharged to the Sacramento River (Regional San 2020). An upgrade of the SRWTP was completed in spring of 2023. The upgrade, known as the EchoWater Project, was built to meet new water quality requirements that were issued by the Central Valley RWQCB as part of Regional San’s 2014 NPDES permit. The requirements are designed primarily to help protect the Sacramento–San Joaquin Delta ecosystem downstream by removing most of the ammonia and nitrates and improving the removal of pathogens from wastewater discharge. The upgrade will include deployment of new treatment technologies and facilities and will increase the quality of effluent discharged into the Sacramento River and ensure that the SRWTP discharge constituents are below permitted discharge limits specified in the NPDES permit. Flows to the SRWTP have decreased as a result of water conservation efforts over the last 10 years. Further, adequate capacity for wastewater treatment is anticipated well into the future. Flows in 2014 were approximately 141 mgd, compared to the current permitted capacity of 181 mgd. It is not anticipated that further improvements to the SRWTP will be required until after 2050. Determinations:

Based on the information above, the following determination can be made:

- The Sacramento Area Sewer District (SacSewer) provides wastewater collection and treatment services for the majority of the City. Wastewater is collected by SacSewer’s trunk facilities and is conveyed via interceptors to the Sacramento Regional Wastewater Treatment Plant (SRWTP) for treatment.
- The SRWTP is a regional wastewater treatment plant that serves the City of Sacramento and several other cities and districts in the region.
- Development of the ASI project includes the construction of on-site sewer pipelines, a pump station, and off-site force mains.
- Planned sewer improvements, including pipelines, pump stations, and force mains have preliminarily been designed to accommodate full buildout of the ASI project.
- The ASI project site will be required to annex into SacSewer service areas to receive sanitary sewer service.
- The SRWTP maintains sufficient capacity to treat wastewater flows generated from buildout of the ASI project.

6.3 CIRCULATION AND ROADWAYS

6.3.A Existing Levels of Service and Improvements

The City's roadway network includes Federal interstates, State highways, and City streets (arterial, collector, and local streets). City streets have different roadway classifications and lane standards, which are defined in its General Plan. The City's roadway system is primarily used for vehicle travel. Citywide, approximately 85% of the City's residents travel between work and home by automobile, of which 11% utilize a carpool. Public transit serves approximately 4% of residents commuting to work, with approximately 3% walking, 2% biking to work, 5% working from home, and 2% using a different form of transportation than specified above. (*City of Sacramento, General Plan Background Report (November 2020), pp. 3-2*)

Federal and State Roadways

Interstate, U.S., and State numbered routes are an integral part of the City's transportation system. These facilities are maintained by the California Department of Transportation (Caltrans) and are described below

- **Interstate 5 (I-5)** is a principal north/south freeway that extends the length of California into Oregon and Washington. In the City, it has six to eight travel lanes, and it is aligned along the eastern bank of the Sacramento River through the downtown core, providing access to residential areas of Natomas and South Sacramento. I-5 also serves as the sole freeway in the region providing access to the Sacramento International Airport, and is a primary route used by long-distance truck traffic.
- **Interstate 80 (I-80)** is a principal east/west freeway that extends across the United States, connecting California to New Jersey. In the Sacramento region, I-80 connects San Francisco/Bay Area to Lake Tahoe and Reno, Nevada. I-80 also serves as a bypass of Sacramento's downtown core via its alignment through the northern area of the City. I-80 is also used as a major truck route between San Francisco/Bay Area, Sacramento, Lake Tahoe region, and further destinations to the east. Within the City, I-80 has six mainline travel lanes, plans are underway for a high-occupancy vehicle (HOV) lane to be added between I-5 and Business 80.
- **Business 80/Capital City Freeway** extends northeast from Sacramento's downtown core and provides access to regional destinations including Cal Expo and Arden Fair Mall. Business 80 is a six to ten lane freeway within the City, and has one HOV lane in either direction between E Street and SR 99.
- **US Highway 50 (US 50)** is a major east/west route located between I-80 in West Sacramento and the City of South Lake Tahoe, and ultimately Ocean City, Maryland. Within the City, US 50 functions as a freeway and has between 8-10 travel lanes.
- **State Route 16 (SR 16)** (AKA Jackson Highway) is a designated State Highway that links the City to eastern Sacramento County and Amador County. SR 16 primarily extends approximately 1.5 miles within the City from the US 50/Howe Avenue interchange to South Watt Avenue.
- **State Route 99 (SR 99)** is a 4-6 lane freeway that extends south from Business 80 to Elk Grove and other destinations in the Central Valley. This segment of SR 99 includes HOV lanes between the downtown core and the City's southern suburbs. A portion of SR 99 is co-designated with US 50 and I-5 through downtown and the Natomas area.
- **State Route 160 (SR 160)** within the City is controlled by Caltrans for the segment between the American River and Business 80. This spur off of the regional freeway system extends across the American River, and is a key route for trips between the downtown core and the northeastern suburbs. All other segments of this route, which are located in the City, have previously been relinquished by Caltrans to the City of Sacramento.

City Roadways

The City's roadway network consists of local, collector, and arterial roadways. Figures 3-1a and 3-1b of the 2040 General Plan Technical Background Report illustrate the City's roadways and their functional classification and travel lanes capacity. Functional classification describes the roadway purpose and use related to moving people and goods. City roadways have the following classifications:

- **Major Arterial Streets** are four to six-lane streets that serve longer distance trips and serve as the primary route for moving traffic through the city connecting urban centers, residential neighborhoods, and commercial centers to one another, or to the regional transportation network. Movement of people and goods, also known as “mobility”, rather than access to adjacent land uses, is the primary function of an arterial street. These streets carry moderate-to-heavy vehicular movement, low-to-high pedestrian and bicycle movements, and moderate-to-high transit movement.
- **Minor Arterial Streets** are two-lane streets that serve longer distance trips and provide access to the regional transportation system. These streets carry low-to-moderate vehicular movement, low-to-high pedestrian and bicycle movements, and moderate-to-high transit movement. These roadways typically have high levels of access control.
- **Minor Collector Streets** are two-lane streets that connect residential uses to the major street system. These roadways are undivided and have lower levels of access control to abutting properties than arterials or major collectors.
- **Local Streets** are two-lane streets that provide direct access to abutting land uses and serve individual neighborhoods. These streets carry low vehicular movement, low-to-heavy pedestrian movement, and low-to-moderate bicycle movement.
- **Alleys** are narrow, low volume lanes, paths, or passageways that typically provide shared use for pedestrians, bicycles, and vehicles as a secondary access to abutting properties.

(City of Sacramento, *General Plan Background Report (November 2020)*, pp. 3-5)

Vehicle Miles Traveled

In 2013, the State of California passed Senate Bill 743 (SB 743), which alters how transportation impacts from projects are measured in environmental reviews starting on July 1, 2020. The new standard that is analyzed in traffic and circulation is Vehicle Miles Traveled (VMT). VMT measures how much actual auto travel (additional miles driven) a proposed project would create on California roads. VMT per capita is calculated as the total annual miles of vehicle travel divided by the total population in a State or in an urbanized area. Caltrans has published a 2020 Vehicle Miles Traveled-Focused Transportation Impact Study Guide. The TISG replaces the Caltrans Guide for the Preparation of Traffic Impact Studies and is for use with local land use projects. (*Cal Trans, VMT Transportation Impact Study Guide, May 20, 2020, p. 3*)

The Transportation Impact Study Guide (TISG) was prepared by the State of California, Department of Transportation (Caltrans) to provide guidance to Caltrans Districts, lead agencies, tribal governments, developers and consultants regarding Caltrans review of a land use project or plan’s transportation analysis using a vehicle miles traveled (VMT) metric. This guidance is not binding on public agencies and it is intended to be a reference and informational document Caltrans seeks to reduce single occupancy vehicle trips, provide a safe transportation system, reduce per capita VMT, increase accessibility to destinations via cycling, walking, carpooling, and transit, and reduce greenhouse gas (GHG) emissions. Those goals along with standard CEQA practice create the foundation of Caltrans review of proposed new land use projects. (*Cal Trans, VMT Transportation Impact Study Guide, May 20, 2020, p. 4*)

CEQA documents will now consider different types of transportation impacts than previously examined. When analyzing the impact of VMT on the State Highway System resulting from local land use projects, the focus will no longer be on traffic at intersections and roadways immediately around project sites. Instead, the focus will be on how projects are likely to influence the overall amount of automobile use. SB 743 specifies that “...automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment.” (*California Public Resources Code Section 21099, 2022*) and (*Cal Trans, VMT Transportation Impact Study Guide, May 20, 2020, p. 4*)

SB 743, through a new CEQA metric for transportation impacts, sought to promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. (*California Public Resources Code Section 21099, 2022, p. (7)(b)(1)*) That is, it sought to modernize CEQA transportation analysis in a way that supports these goals. A new metric, VMT, was selected for land use development based on the expectation that a vehicle miles traveled metric will better support

greenhouse gas emission reductions and improve multimodal transportation options for land use development. (*Cal Trans, VMT Transportation Impact Study Guide, May 20, 2020, p. 7*)

A lead agency has discretion to choose the most appropriate methodology to evaluate a project's VMT. (*California Public Resources Code, Section 15064.3(b)(4), 2022*) Caltrans will review an agency's VMT calculator or VMT calculation for consistency with technical considerations in OPR's Technical Advisory. (*Cal Trans, VMT Transportation Impact Study Guide, May 20, 2020, p. 93*)

The Caltrans TISG is not clear regarding the impacts of an industrial warehousing project as it pertains to a VMT analysis. In particular one that has a large number of fulfillment centers that can be used to warehouse goods in order for a more proximate delivery to local regional markets (including direct delivery to residents and businesses). Similarly, the incorporation of a highway commercial component might be considered as capturing vehicular traffic that is already traveling the freeway rather than contributing to VMT.

Transit Services

A wide range of transit services are provided in Sacramento, which includes public bus service, light rail transit, commercial bus service, and interregional and interstate passenger train service. Park-and-ride facilities are also located throughout the City to facilitate ridesharing, carpooling, and access to regional transit.

The Sacramento Regional Transit District (RT) provides local bus and light rail service within the City and portions of the Sacramento region, covering nearly 400 square miles of service area. As of 2019, RT's transit vehicle fleet included 197 compressed natural gas-powered buses, 27 shuttle vans, and 12 zero emission electric buses. RT operates 65 bus routes, including 30 regular all-day routes, 34 peak-period-only routes, 1 neighborhood ride route, and Community Bus Service routes. Three of the Community Buses, referred to as Neighborhood Ride services, deviate from published routes on demand. Fixed-route bus routes reach 3,100 bus stops. Eight bus-only transfer centers accommodate transfers between routes, while 32 transit centers facilitate transfers between bus routes and intermodal transfers to and from RT Light Rail lines. (*City of Sacramento, General Plan Background Report (November 2020), pp. 3-27*)

RT also operates a 43-mile light rail transit system to provide high-frequency, high-capacity transit service. This consists of three lines with 52 stops and 97 light rail vehicles. Figure 3-5 of the General Plan Background Report identifies the routing and station locations for RT's Blue, Gold, and Green light rail lines, park-and-ride lots, and other roadways served by RT's bus routes. (*City of Sacramento, General Plan Background Report (November 2020), pp. 3-28*)

RT's annual ridership in fiscal year 2018 was approximately 21 million passengers. In 2019, weekday light rail ridership averaged about 37,000 and weekday bus ridership averaged approximately 36,000 passengers per day. This represents a 5.3% decrease from fiscal year 2017, with a 9.3% decrease in both light rail and bus ridership. (*City of Sacramento, General Plan Background Report (November 2020), pp. 3-29*)

Approved in 2019, the SacRT Forward New Network plan supports major changes to the Sacramento bus network, including changes in service routes and frequency. RT's planned improvements include: 1) Design and construct Dos Rios light rail station located on North 12th Street; 2) Replace aging light rail vehicle fleet with new, low-floor light rail vehicles; 3) Complete double tracking of the Fold Line between the Sunrise and Historic Folsom stations. This project will enable 15-minute service between historic Folsom and downtown Sacramento; 4) Double tracking of Green Line from Sacramento Valley Station to North B Street, with a new infill station located on 7th Street; 5) The planned Green Line to the Airport project, spanning 13 miles and with a total of 13 stations, would extend service from Downtown through Natomas to the Sacramento International Airport; and 6) Develop Zero Emission Vehicle (ZEV) Conversion Plan with the goal to convert the entire fleet to zero-emission vehicles. (*City of Sacramento, General Plan Background Report (November 2020), pp. 3-29*)

Park-and-Ride Lots

Park-and-ride lots enable commuters to access the regional public transit system by automobile, or to form carpools with other drivers. As of 2019, Sacramento RT operated 22 park-and-ride lots with a total of 10,114 parking stalls. In March 2019, RT eliminated parking charges at all park-and-ride lots. Caltrans operates additional park-and-ride lots at locations throughout the region, including along SR 99 at Sheldon

Road, Twin Cities Road, Elkhorn Boulevard, Calvine Road, and at the Caltrans maintenance yard in Elk Grove. (*City of Sacramento, General Plan Background Report (November 2020)*, pp. 3-33)

Transportation Demand Management

Transportation Demand Management (TDM) is implemented by the City to Sacramento and includes programs intended to reduce traffic congestion, optimize transportation system usage, and improve air quality. These measures can be achieved by offering a combination of incentives and market-based strategies to increase employee and resident use of alternative travel modes. TDM includes different approaches for small versus large developments/employers. The Transportation Systems Management (TSM) program requires developers and employers with 25 to 99 employees to achieve a 35 percent trip reduction, consistent with City goals. It requires employers to post information about alternative commute modes, such as public transportation and ridesharing, and to coordinate with relevant transportation agencies to maintain current commute information. Larger projects and employers with over 100 employees are required to produce a Transportation Management Plan (TMP). The TMP is approved and monitored by the City and may include measures such as providing carpool/vanpool spaces; parking fees; transit facilities or subsidies; a shuttle bus program; a vanpool program; showers and lockers for bicyclists; or other means of promoting alternative modes, as agreed upon by the City. (*City of Sacramento, General Plan Background Report (November 2020)*, pp. 3-53)

Transportation Safety

In order to address transportation safety, the City adopted the Vision Zero Action Plan in 2018. Its primary goal is to eliminate traffic fatalities and serious injuries by the year 2027. The Plan identifies a “high injury network” that consists of roadway corridors with the highest levels of fatal and serious crashes, which should be the focus of future safety improvements. It also identifies proven safety countermeasures to address factors contributing to traffic deaths and serious injuries through education, engineering, enforcement, and evaluation. Adoption of the Vision Zero Action Plan has resulted in the City’s implementation of school zone speed reductions, completion of Vision Zero school safety studies at 20 schools, and initiation of the Vision Zero top 5 high injury corridor study. This Plan illustrates the City’s commitment to create safer streets for pedestrians, bicyclists, and motorists. (*City of Sacramento, General Plan Background Report (November 2020)*, pp. 3-55)

Emergency Service Routes

The City’s Fire and Public Works departments work collaboratively to determine emergency response routes for projects that may impact emergency response travel times. Much of their focus is given to traffic calming measures. This ensures that facilities like speed humps are not constructed on streets identified as emergency response routes. However, speed humps (humps with cut-outs for wheel base of larger vehicles) are sometimes approved along emergency response routes on a case-by-case basis. (*City of Sacramento, General Plan Background Report (November 2020)*, pp. 3-56)

Neighborhood Traffic Issues

The City’s Neighborhood Traffic Management Program (NTMP) is actively implemented to promote safety on local streets and improve the quality of life in the City’s neighborhoods. The objectives of the NTMP are to improve driver awareness and behavior, reduce traffic volumes and travel speeds, and enhance neighborhood environments. The NTMP creates a partnership between the neighborhood residents and City Public Works staff. Residents provide insight into the challenges and issues facing their neighborhood roadways and City staff present a variety of traffic calming solutions to meet neighborhood needs. Traffic calming plans developed through the NTMP are voted on by the residents of the neighborhood prior to implementation. The NTMP has three major components:

- **Education:** City staff informs neighbors of traffic calming tools available to address specific concerns, such as travel speeds, cut-through traffic, etc.
- **Engineering:** A traffic calming plan is developed and implemented based on neighborhood input and engineering principles.
- **Enforcement:** Improvements will be enforced by police and parking services.

The City has implemented traffic calming plans for 109 neighborhoods as part of the NTMP, and as of 2012, an additional 13 neighborhoods are in the process. The NTMP’s goal is to serve eight (8) to twelve

(12) neighborhoods per year with one or more neighborhoods being selected from each Council District. (*City of Sacramento, General Plan Background Report (March 2015)*, pp. 3-35)

Bicycle Master Plan

The City's adopted Bicycle Master Plan sets forth bicycle related investments, policies, programs and strategies to establish a complete bicycle system. The Plan identifies existing and planned bicycle routes, lanes, separated bikeways, and shared-use paths in the City, presents appropriate design features of bikeways, and promotes bicycle safety and education programs. Its primary purpose is to identify the recreational and commuter needs of bicyclists and to promote bicycling as an alternative transportation mode. The primary goal of the bikeway improvements included in the Bicycle Master Plan is to increase bicycle ridership for work and non-work trips. (*City of Sacramento, General Plan Background Report (November 2020)*, pp. 3-36) The Bicycle Master Plan would be applied to improvements in the SOI expansion area at such time that the ASI project area is incorporated into the City.

Pedestrian Facilities

The City has implemented community programs and adopted guidelines over the past several years to enhance the pedestrian environment within Sacramento. The City's adopted Neighborhood Traffic Management Program, Pedestrian Master Plan, and Traffic Calming Guidelines collectively provide guidance to improve neighborhood livability by slowing vehicles to create a desirable pedestrian environment, to establish an implementation program for pedestrian improvement projects, and to provide LOS criteria for pedestrian facilities and design standards. These plans are used by City staff when evaluating applications for new development projects to ensure that current standards are implemented. Additionally, the City's adopted Pedestrian Safety Guidelines provide design guidance for pedestrian facilities' best practices that are intended to enhance existing facilities and to ensure that new developments provide a pedestrian friendly environment. Furthermore, the City's adopted Pedestrian Friendly Street Standards provide for narrower vehicle travel lanes and enhanced sidewalks to promote pedestrian travel within the City. (*City of Sacramento, General Plan Background Report (November 2020)*, pp. 3-39)

6.3.B Plans and Regulatory Requirements

Federal Requirements

There are a significant number of Federal laws and regulations related to goods movement, homeland security, street maintenance, traffic safety, and transportation funding. The following legislation established the framework for transportation planning at the federal level: Fixing America's Surface Transportation Act (FAST Act) (*City of Sacramento, General Plan Background Report (November 2020)*, pp. 3-22)

State Requirements

Caltrans' adopted 2040 California Transportation Plan (CTP) provides broad system concepts, strategies, and performance measures for all transportation modes for the State's facilities. Caltrans prepares Route Concept Reports that identify the long-range improvements for specific State highway corridors and establish the concepts/desired level of service (LOS) for specific segments. Long-range improvements are identified to improve existing facilities up to the design concept expected to adequately serve 20-year traffic forecasts. Nearly all freeway segments the City of Sacramento have a concept LOS E or F, with the exception of I-5 west of the I-5/SR 99 interchange, which has LOS D or E.

Ongoing transportation planning for the City of Sacramento is influenced by legislation adopted by the State of California and executive orders issued by the Office of the Governor. These include:

- **Executive Order S-03-05 (2005):** Establishes State agency climate action team, and directs greenhouse gas (GHG) emission reductions as a priority.
- **AB 32 (2006):** Requires that the California Air Resources Board (CARB) identify sector-specific measures to reduce GHG emissions.
- **SB 97 (2007):** Requires that the Office of Planning & Research (OPR) adopt California Environmental Quality Act (CEQA) GHG/climate change guidelines.

- **SB 375 (2008)**: Requires that MPOs develop sustainable community strategies to achieve AB 32 GHG reduction targets established through the regional targets advisory committee and provides potential CEQA relief for select development projects.
- **AB 1358 (2008)**: Requires that the legislative body of a City or County, upon revision of the circulation element of their General Plan (after January 1, 2011), identify how the jurisdiction will provide for the routine accommodation of all users of the roadway (i.e., complete streets) including motorists, pedestrians, bicyclists, individuals with disabilities, seniors, and users of public transportation.
- **SB 226 (2011)**: Requires that the State's OPR modify the CEQA Guidelines to set forth a streamlined review process for infill projects.
- **SB 743 (2013, 2018)**: Changed the previous practice of evaluating traffic transportation impacts used road congestion and delay or level of service (LOS) and requires the amount of driving and length of trips, measured as vehicle miles traveled (VMT), be used to assess transportation impacts on the environment for CEQA review.

(City of Sacramento, General Plan Background Report (November 2020), pp. 3-24)

Regional Requirements

The Sacramento Area Council of Governments (SACOG) is responsible for the preparation of, and updates to, the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) and the corresponding Metropolitan Transportation Improvement Program (MTIP). The MTP/SCS provides a 20-year transportation vision and corresponding list of projects. The MTP/SCS is required to be updated every four years, and the current 2020 MTP/SCS was adopted in November 2019. The MTIP identifies short-term projects (seven-year horizon) in more detail. SACOG is also responsible for the oversight and distribution of most Federal and State transportation funding, and develops the air quality plans and compliance measures, which incorporate mobile (vehicular) pollution sources. The Sacramento Transportation Authority is responsible for administering the original Measure A half-cent sales tax and its recent extension. *(City of Sacramento, General Plan Background Report (November 2020), pp. 3-24 to 3-25)*

Local Requirements

Sacramento General Plan. The City's 2040 General Plan contains goals, policies and implementation measures relevant to reduce reliance of single-occupant vehicles. Applicable policies are summarized below:

- **M-2.1 Transportation Demand Management (TDM).** The City should promote the greater use of Transportation Demand Management strategies by employers and residents to reduce dependence on single-occupancy vehicles with the target that 17 percent of all trips are made by transit and active transportation modes by 2030 and 23 percent of all trips are made by transit and active transportation modes by 2045.
- **M-2.2 Wider Participation.** The City should encourage Transportation Management Associations (TMAs), public agencies, major employers, and school districts to expand and increase participation in programs that reduce vehicle miles traveled (VMT) and increase regional average vehicle occupancy. When designing rewards and incentives, prioritize opportunities to support local businesses.
- **M-2.3 Vehicle Miles Traveled (VMT) as Metric.** Consistent with state law, the City shall evaluate transportation California Environmental Quality Act (CEQA) impacts using vehicle miles traveled or other metrics as determined by the City, and shall not rely on automobile delay, as described by level of service or similar measures of vehicular delay as a measure of environmental significance. Local Transportation Analyses (LTA) shall continue to be required when necessary to aid in conditioning project entitlements for needed operational improvements.
- **M-2.4 Shared Shuttles.** The City shall encourage employers to partner with the Sacramento Regional Transit District (SacRT) and local Transportation Management Associations (TMAs) to connect employment areas with the multimodal transit stations, light rail stations, and other major destinations, and to offer employees training and incentives for use of shuttles.

- **M-2.5 Onsite Childcare.** As a Transportation Demand Management (TDM) strategy, the City shall encourage large scale employers to provide onsite childcare services within employment districts to reduce or avoid vehicle trips associated with child pick-up and drop-off.
- **M-2.6 Transit/Event Coordination.** The City shall encourage collaboration between transit partners and event producers to promote awareness of additional and timely transit service before and after large events.
- **M-2.7 Free or Discounted Transit Passes.** The City shall partner with transit agencies to provide free or more affordable transit passes for low-income residents, youth, and/or senior citizens.
- **M-2.8 Micro-Transit Service.** The City shall encourage the Sacramento Regional Transit District (SacRT) in efforts to expand and enhance on-demand micro-transit service for areas with limited fixed-route transit service in Sacramento, focusing on disadvantaged communities as a priority and to connect to major transit stations.
- **M-A.5 Regional Vehicle Miles Traveled (VMT) Mitigation.** The City shall complete a study, with input from regional and state partners, to assess the feasibility of regional VMT mitigation measures, including banks, exchanges, and impact fees.

6.3.C Study Area Level of Service Improvements

The City's 2022-2027 Capital Improvement Program (CIP) includes a Transportation section that addresses circulation and roadways in the City. It is a five-year plan that is updated regularly, and its implementation relies heavily on the use of available local funds to leverage State and Federal funds, combined with road maintenance and repair funding sources derived from SB1. The Transportation Program places priority on completing projects that have secured Federal funding with the key objectives for maintenance, safety, and mobility of the overall transportation network.

The CIP's Transportation Program is divided into several sub-programs to address different areas of need. These include sections for Active Transportation (pedestrian, bikeway, lighting, and streetscape improvements); Bridges (replacement and rehabilitation); Maintenance (roadway and bikeway rehabilitation, including integration of complete streets and safety improvements); Major Transportation Improvements (major roadway construction); Parking (parking facility maintenance and upgrades); Public Rights-of-Way Accessibility (improvements to ensure full accessibility); and Traffic Operations and Safety (safety improvements, a Traffic Operations Center, traffic calming, active transportation safety, and major street light replacement). (*City of Sacramento, Capital Improvement Program 2022-2027, June 2022, pp. H-2*)

The ASI project site plan includes a network of roadways that provide access to all proposed commercial and industrial parcels, connections to existing roadways including Power Line Road, Bayou Way, and Metro Air Parkway, which provides access to I-5. Roadways and associated frontage improvements will be constructed as the project builds out, consistent with the site plan. Roadways have been designed consistent with the City of Sacramento's adopted design standards and include the appropriate travel lanes to support traffic associated with project buildout. Additionally, on-street bike lanes and street-separated sidewalks for pedestrians are included in the ASI's roadway design and will be constructed in accordance with the City's requirements.

6.3.D Determinations

Based on the information above, the following determinations can be made:

- A wide range of transit services are provided in Sacramento, which includes public bus service, light rail transit, commercial bus service, and interregional and interstate passenger train service. Park-and-ride facilities are also located throughout the City to facilitate ridesharing, carpooling, and access to regional transit.
- The City is continually implementing its adopted General Plan Mobility Element, including its Bicycle Master Plan and a Pedestrian Master Plan, to ensure that roadway construction meets City design standards and that alternative travel modes are provided throughout the City.
- Implementation of the ASI project will be subject to all applicable regulatory requirements for compliance with State mandates and City General Plan policies.

- The Airport South Industrial (ASI) project has been designed to meet City standards for roadway design, including providing connections to existing Federal and State highways and local streets. This includes automobile lanes, bikeways, and pedestrian facilities consistent with City standards.

6.4 ANIMAL CARE

6.4.A Existing Levels of Service and Improvements

Animal Care services for the County lands surrounding the project site are currently provided by Sacramento County Animal Care and Regulation, located at 3839 Bradshaw Road, one mile south of Highway 50. For the areas within the City limits, the City of Sacramento operates from the Front Street Animal Shelter, located at Front Street and Broadway. The City of Sacramento Animal Care services include low-cost vaccination clinics, spay and neuter clinics, veterinary care, a pet food pantry, euthanasia services, pet licensing, adoption, boarding, lost and found pet services, and informative resources. The Front Street shelter has a full staff of veterinarians, service administrators, field operators, and staff who assist with animal detention, shelter, care, and placement of stray and licensed pets. Animal care also coordinates with other agencies in response to public safety, emergency, and law enforcement needs regarding animals. Animal Care services are paid for by the City's General Fund, supplemented by donations and fundraising from animal care groups. (*City of Sacramento Animal Care Services, 2022*)

6.4.B Plans and Regulatory Requirements

City Municipal Code. Regulations and standards regarding animal care are set forth in the City's Municipal Code Section 9.44. Enforcement is handled by the Animal Care division of the Public Works Department with support from police and other County departments regarding issues of public health and safety related to dangerous or stray animals.

6.4.C Study Area Level of Service Improvements

The Humane Society of the United States released a Professional Animal Services Construction Report in 2001, which stated that, generally, animal care facilities should have capacity to care for a quantity of animals equivalent to 5-7% of a community's population. (*The Humane Society of the United States Professional Animal Services Construction Report, 2021*) The report also found that although animal services in Sacramento have historically had issues with staffing, accommodating growing areas of the city has not been a problem. Funding allocations to support expansion of services must be decided by voters in local elections and is typically in response to population increase.

6.4.D Determinations

Based on the information above, the following determination can be made:

- The ASI project consists of industrial and commercial development that will not impact capacity or demand for animal care services in the City of Sacramento. No improvements to animal care in the City will be necessary as a result of the ASI project.

6.5 CODE COMPLIANCE

6.5.A Existing Levels of Service and Improvements

The Sacramento Code Compliance Division of the Community Development Department provides code enforcement services the City's neighborhoods, businesses, entertainment, and housing. This Division's overarching goal is to preserve and enhance public health, safety, and welfare by addressing issues of blight and enforcing City and State codes.

The following services fall under the jurisdiction of the Code Compliance Division:

- **Business Compliance.** Works with City departments to issue permits and licenses and enforces codes and ordinances, including tobacco retailer licenses, entertainment permits, taxi permits, and mobile food permits.

- **Housing and Dangerous Buildings.** Enforces City and State codes relating to residential and commercial structures and addresses pests and mechanical noise in conjunction with the Environmental Health section.
- **Rental Housing Inspection Program.** Works with rental property owners to register their homes and to verify compliance with all codes applicable to health and safety. This program also addresses substandard rental properties and preserves the quality of neighborhoods and housing stock.
- **Anti-Graffiti Program.** Works with the Police Department to carry out efforts to keep neighborhoods clear of graffiti and implements abatement programs, educational outreach, and community involvement programs.
- **Vacant Lot Program.** Ensures that vacant lots are maintained by property owners to prevent public health and safety issues due to blight or fires caused by neglect.

(City of Sacramento Code Compliance, <https://www.cityofsacramento.org/Community-Development/Code-Compliance>, 2022)

6.5.B Plans and Regulatory Requirements

Local Requirements

Municipal Code. Code Enforcement upholds State and Local regulations, including those set forth in the City of Sacramento Municipal Code and General Plan. City ordinances which are directly related to and upheld through Code Enforcement programs include, but are not limited to:

- **Vacant Building Ordinance (Article XV of Chapter 8.100).** Neglected properties can be considered a public nuisance and imposed fines after 30 days if any of the following conditions are present: 1) Exterior issues which don't comply with current building code; 2) Boarded windows or doors; 3) Structures and properties which are neglected or with debris, broken windows, or peeling paint; 4) Structures which attract crime or transients; and 5) Overgrown lawns or no yard care.
- **Rental Housing Inspection Ordinance (Chapter 8.120).** Enforces building codes of rental properties to ensure quality and safety of rental properties throughout the city. Requires registration of the property, inspection, and abatement procedures, where necessary.
- **Graffiti Abatement Ordinance (Chapter 8.24).** Outlines procedures for graffiti removal to preserve property values, prevent crime, and decrease blighted areas throughout the City.

City of Sacramento 2040 General Plan. Applicable policies in the City's General Plan that are applicable to Code Enforcement actions include:

- **PFS-1.1 Crime and Law Enforcement.** The City shall continue to work cooperatively with the community, regional law enforcement agencies, local government agencies, and other entities to provide quality police service that protects the long-term health, safety, and well-being of the community.
- **PFS-1.3 Communication with Residents and Businesses.** The City shall maintain communication with the community to improve relationships and community member satisfaction, while continually exploring innovative means of communication.
- **PFS-1.4 Community Programs.** The City shall continue to provide community programs, volunteer opportunities, and public safety education to residents of appropriate age.
- **PFS-1.6 Fire Prevention Programs and Suppression.** The City shall deliver fire prevention programs that protect the public through education, adequate inspection of existing development, and incorporation of fire safety features in new development.
- **EJ-3.3 Healthy Homes.** The City shall continue to work with the Sacramento Housing and Redevelopment Agency (SHRA) and community organizations to promote safe and sanitary housing by providing owners and occupants with information and resources. Efforts may include the development and dissemination of healthy home checklists or conducting trainings, workshops, or audits.
- **EJ-3.4 Healthy Environment.** In private and non-profit housing projects, the City should promote and seek ways to incentivize the inclusion of features and amenities that support and enhance the

health of occupants and the environment, including, but not limited to: • Energy-efficient and all-electric appliances; • Green infrastructure, such as green roofs or appropriate tree planting; • Community gardens; and • Active transportation infrastructure.

- **HCR-1.2 Maintenance and Preservation.** The City will continue to encourage maintenance and preservation of historic and cultural resources to promote the continued vitality of its neighborhoods.

6.5.C Study Area Level of Service Improvements

Code enforcement services are paid for by the City's General Fund. Development fees and property taxes generated by the ASI project will contribute to the General Fund, a portion of which is allocated to the Community Development department and the Code Enforcement Division. Development of the ASI project is not anticipated to significantly impact the Code Enforcement Division's service levels or require expansion of services or facilities, as the division predominantly carries out tasks related to degradation and blight of existing structures.

6.5.D Determinations

Based on the information above, the following determination can be made:

- The ASI project's commercial and industrial development will meet current Building Code standards and this type of development does not typically create issues of blight, structural hazard, or fire hazard due to overgrown plant matter.
- The ASI project will contribute funds to the City's Code Enforcement division, but current resources are not anticipated to be affected. The impact of the ASI project to the City's Code Enforcement division is expected to be minimal.

6.6 LAW ENFORCEMENT

6.6.A Existing Levels of Service and Improvements

The Sacramento Police Department (SPD) provides law enforcement services for the City. In 2019, the SPD was staffed with approximately 686 sworn personnel, 29 academy recruits, 291 professional staff, and 144 non-career staff. For Fiscal Year 2019/2020, the SPD was authorized to staff 747 sworn positions and 323.46 professional staff positions. Police Headquarters is located in the Public Safety Center at 5770 Freeport Boulevard in Sacramento and is supported by several substations throughout the City. These include the William J. Kinney Police Facility serving the North Area from 3550 Marysville Boulevard, the Joseph E. Rooney Police Facility serving the South Area from 5303 Franklin Boulevard, and the Central Command Richards Police Facility located at 300 Richards Boulevard.

The North Area Substation provides police services to the northern portion of the City, from the American River on the south to the City limits on the west, north, and east. The South Area Substation provides police protection services to the southern portion of the City, from Highway 50 on the north to the City limits on the west, south, and east. Central Command provides police response to three main beats in the central portion of the City, bounded by the American River to the north, Highway 50 on the south, the Sacramento River on the west, and the city limits on the east. (*City of Sacramento, General Plan Background Report (November 2020)*, pp. 5-2)

6.6.B Plans and Regulatory Requirements

Local Requirements

Sacramento City Code. Chapter 2.20 of the Sacramento City Code sets forth the guidelines for SPD and includes regulations regarding the powers and duties of the Chief of Police and the Police Department. (*City of Sacramento, General Plan Background Report (November 2020)*, pp. 5-11)

Sacramento General Plan. The City's 2040 General Plan contains policies and implementation measures relevant to law enforcement services. Applicable policies are summarized below:

- **PFS-1.1 Crime and Law Enforcement.** The City shall continue to work cooperatively with the community, regional law enforcement agencies, local government agencies, and other entities to

provide quality police service that protects the long-term health, safety, and well-being of the community.

- **PFS-1.2 Community-Based Policing.** The City shall continue to employ communitybased policing strategies and encourage the establishment of neighborhood watch programs in partnerships with community groups to address neighborhood crime
- **PFS-1.3 Communication with Residents and Businesses.** The City shall maintain communication with the community to improve relationships and community member satisfaction, while continually exploring innovative means of communication.
- **PFS-1.4 Community Programs.** The City shall continue to provide community programs, volunteer opportunities, and public safety education to residents of appropriate age.
- **PFS-1.5 CPTED Strategies.** The City shall continue to promote Crime Prevention through Environmental Design (CPTED) strategies in the design of new developments, including the following:
 - Provision of adequate public lighting;
 - Windows overlooking streets and parking lots; and
 - The creation of paths to increase pedestrian activity within both private development projects and public facilities to enhance public safety.
- **PFS-1.9 Equipment, Facilities, and Staffing.** The City shall locate and maintain police and fire equipment, facilities, and staffing at locations and levels that allow for effective service delivery.
- **PFS-1.10 Co-Location of Facilities.** The City shall seek to co-locate municipal public-safety facilities to promote efficient use of space and provision of police and fire services within dense, urban areas of the city.
- **PFS-1.11 Critical Facilities.** The City shall locate new critical municipal facilities, such as fire stations, police stations, emergency operations centers, emergency shelters, communications networks, and other emergency service facilities and utilities so as to minimize exposure to flooding, seismic, geologic, wildfire, and other hazards. Critical community facilities, such as hospitals and health care facilities, should also be similarly located.
- **PFS-1.12 Cooperative Delivery of Services.** The City shall maintain mutual aid relationships with the County of Sacramento and other local, State, and federal agencies that promote regional cooperation in the delivery of services and allow for supplemental aid from other police and fire personnel in the event of emergencies.
- **PFS-1.13 Technology to Improve Public Safety.** The City shall evaluate, and seek to invest in, and incorporate new technologies and innovations that enhance the efficient, costeffective delivery of public safety services
- **PFS-1.14 Timing of Services.** The City shall monitor the pace of residential and commercial growth in Sacramento and make best efforts to match that growth with commensurate increases in public safety personnel, equipment, and facilities.
- **PFS-1.15 Development Fees for Facilities and Services.** The City shall require development projects to contribute fees to ensure the provision of adequate police and fire services.
- **PFS-1.16 Development Review.** The City shall continue to require new development projects to incorporate safety features and include the Sacramento Police Department (SPD) and the Sacramento Fire Department (SFD) in the development review process to ensure that projects are designed and operated in a manner that minimizes the potential for criminal activity and fire hazards and maximizes the potential for responsive police and fire services.
- **PFS-A.2 Police Master Strategic Plan.** The City shall update the Police Master Strategic Plan to identify and address staffing and facility needs, service goals, and deployment strategies

6.6.C Study Area Level of Service Improvements

Upon approval of the SOI expansion area, the ASI project would be served by the Sacramento Police Department (SPD). The nearest police substation is located in Central Command Richards Police Facility at 300 Richards Boulevard in Sacramento. The SPD has identified the need to remodel existing facilities and construct new facilities, but as of 2019, did not have secured funding to do so. As the City grows in the south and north areas and traffic congestion correspondingly increases, SPD's goal is to continue decentralizing

in order to maintain adequate response times to areas near the City's borders, particularly in the north and south areas. As such, the SPD has identified the need for additional facilities in the downtown core, the Meadowview/Valley Hi/Delta Shores area south of downtown, and the Natomas area north of downtown. (*City of Sacramento, General Plan Background Report (November 2020)*, pp. 5-7)

Development of the proposed project would create an increase in calls for police services, however the proposed project does not include residential uses that would increase the City's resident population. Therefore, the impact to police services resulting from increased calls is anticipated to be minimal.

The City Police Department has within its division a number of crime prevention and community outreach programs. In addition to standard police protection, the Police Department works closely with the City's Development Services to review development plans for consistency with Crime Prevention Through Environmental Design principles.

6.6.D Determinations

Based on the information above, the following determinations can be made:

- Implementation of the ASI project will be subject to all applicable City regulatory requirements. This includes compliance with the laws set forth in Chapter 2.20 of the Sacramento City Code and with applicable Police Services policies contained in the City's General Plan.
- Development of the ASI project site will be subject to Police Department review in order to implement appropriate Crime Prevention through Environmental Design principles.
- Development projects in the ASI area will be required to pay applicable development impact fees for the maintenance, improvement, and expansion of police facilities.
- While development of the proposed project would create an increase in calls for police services, because the ASI project does not include residential uses that would increase the City's resident population, the impact to calls for police services is anticipated to be minimal.

6.7 FIRE PROTECTION

6.7.A Existing Levels of Service and Improvements

The Sacramento Fire Department (SFD) provides fire protection services to the entire City of Sacramento, plus adjacent areas in unincorporated Sacramento County. SFD's service area consists of approximately 99.2 square miles within the City limits and 47.1 square miles in Sacramento County, which include two contract areas for the Pacific Fruitridge and Natomas Fire Protection Districts. SFD is a full-service fire department, with the responsibility for responding to and mitigating incidents involving fires, medical emergencies, hazardous materials, technical and water rescue within its service area. The Department also provides a full range of support services including fire prevention, public education, fire investigation, and domestic preparedness planning and response. It also participates in an automatic aid agreement with neighboring fire jurisdictions, as well as State and Federal agencies. (*City of Sacramento, General Plan Background Report (November 2020)*, pp. 5-11) As of 2017, SFD had 678 budgeted personnel positions that respond to approximately 90,000 calls each year and provide service to approximately 480,000 residents and over 20,000 businesses in the City. (*City of Sacramento, Fire Department Annual Report, 2017*, p. 4)

SFD is organized into the following divisions:

- **Fire Administrative Services** that is responsible for departmental support of budget, revenues, accounts payable, procurement, contracts, council reports and grants, and various personnel services.
- **Fire/Emergency Medical Services** that responds to fires, rescues, hazardous materials incidents, wildland fires, and other emergencies and medical services.
- **Office of the Chief** that is responsible for developing and providing the Department's overall direction.
- **Technical Services** that provides essential support functions to all divisions, including equipment acquisition and repair, information technology, facility maintenance and repair coordination, and

fleet maintenance. This division also enforces fire codes and ordinances, conducts plan reviews and construction inspections, and investigates fires.

- **Training/Professional Standards** that is responsible for essential fire recruit training including in-service, continuing education, and outreach/recruitment.

(City of Sacramento, FY2022/23 Approved Budget, pp. 216-217)

SFD operates its headquarters from the Public Safety Center, located at 5770 Freeport Boulevard in Sacramento. This facility is shared with the Sacramento Police Department's headquarters. The Department operates 24 fire stations, which are strategically located throughout the City. Although each fire station operates within a specific response district encompassing the immediate geographical area around the station, all of the Sacramento County fire agencies (Sacramento Fire Department, Sacramento Metro Fire District, Sacramento International Airport Fire, Cosumnes Fire District, and the Folsom Fire Department) share an automatic aid agreement that allows response from the closest fire unit regardless of jurisdiction. The nearest fire station to the ASI project site is Fire Station #43, which is located at 4201 El Centro Road in unincorporated Sacramento County, approximately 2.5 miles southeast of the proposed SOI expansion area.

All SFD Engine companies, except one, are staffed with four personnel consisting of a Company Officer (Captain), Engineer, and two Firefighters. One Engine Company is staffed with three personnel (a Captain, an Engineer, and one Firefighter). This engine is located at fire station #3, located in the rural portion of the contracted Natomas Fire Protection District. Truck companies and one Rescue company are also staffed with four personnel consisting of a Company Officer (Captain), Engineer, and two Firefighters. Ambulances are staffed with two Firefighter/Paramedics or a Firefighter/Paramedic and Firefighter/EMT combination. When the department is fully staffed, the daily operational staff consists of 173 personnel on duty for fire and EMS first responder emergencies and 34 of these personnel are on duty for emergency ambulance transportation daily. *(City of Sacramento, General Plan Background Report (November 2020), pp. 5-11 to 5-12)*

Metro Air Park is also scheduled to provide land and facilities for a new fire station near the ASI project site. The 10,000 sq. ft. fire station site is located approximately 1.4 miles north of the ASI project site. The Fire Station will be situated within the Natomas Fire Protection District, which is managed by the Sacramento County Board of Supervisors and contracts with the Sacramento Fire Department to provide service. Metro Air Park will dedicate the site and provide a building at a cost of \$7,140,000. Construction of this facility is planned at such time that Metro Air Park reaches 30% buildout, a threshold that is rapidly approaching. *(Metro Air Park Public Facilities Financing Plan, March 2, 2004) and (Stantec, Metro Air Park Public Facilities Master Plan, March 2, 2004)*

6.7.B Plans and Regulatory Requirements

Federal Requirements

U.S. Occupational Safety and Health Administration. Passed in 1970, the Occupational Safety and Health Act created the Occupational Safety and Health Administration (OSHA) under the US Department of Labor. OSHA sets and enforces workplace standards and provides training, outreach, education, and assistance. The Federal and State Occupational Health and Safety Regulations mandate that firefighters cannot enter a burning structure that is past the small fire stage without four firefighters, with one team of two inside and the other team of two outside. The only exception to this rule is when there is a known life in danger. *(City of Sacramento, General Plan Background Report (November 2020), pp. 5-23)*

State Requirements

California Occupational Safety and Health Administration. Pursuant to Title 8, Sections 1270 "Fire Prevention" and 6773 "Fire Protection and Fire Equipment" of the California Code of Regulations, the California Occupational Safety and Health Administration (Cal OSHA) establishes the standards for fire suppression and emergency medical services. These standards address elements such as combustible materials handling, fire hose sizing, compressed air usage, access road requirements, and firefighting and emergency medical equipment maintenance and testing.

Uniform Fire Code. This Code contains regulations relating to construction, maintenance, and use of buildings, including fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems,

fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings and the surrounding premises.

California Health and Safety Code. Sections 13000 et seq. of the California Health and Safety Code establish Statewide fire regulations, addressing building standards, fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, high-rise building and childcare facility standards, and fire suppression training.

Insurance Services Office (ISO). The ISO provides rating and statistical information for the insurance industry for all types of industries, including fire service, on risk management and also includes recommendations for the spacing of fire engine stations and ladder trucks relative to response times.

(City of Sacramento, General Plan Background Report (November 2020), pp. 5-24)

Local Requirements

Sacramento City Code. Chapter 2.24 of the Sacramento City Code provides the Sacramento Fire Department with the duties and powers to enforce various fire protection regulations, including rates and fees for services. Additionally, Chapter 15.36 provides regulations for enforcement of the fire code, control of emergency scenes, permits, general provisions for safety, fire department access, equipment, and protection systems, and other associated standards. *(City of Sacramento, General Plan Background Report (March 2015), pp. 5-27)*

Sacramento General Plan. The City's 2040 General Plan contains policies and implementation measures relevant to fire protection services. Applicable policies are summarized below:

- **PFS-1.6 Fire Prevention Programs and Suppression.** The City shall deliver fire prevention programs that protect the public through education, adequate inspection of existing development, and incorporation of fire safety features in new development.
- **PFS-1.7 Water Supply for Fire Suppression.** The City shall ensure that adequate water supplies are available for fire suppression throughout the city and shall require development to construct all necessary fire suppression infrastructure and equipment.
- **PFS-1.8 Fire Hazards.** The City shall continue to require private property owners to remove excessive/overgrown vegetation (e.g., trees, shrubs, weeds) and rubbish to the satisfaction of the Fire Department to prevent and minimize fire risks to surrounding properties. The City shall continue to remove excessive/overgrown vegetation from City-owned property.
- **PFS-1.9 Equipment, Facilities, and Staffing.** The City shall locate and maintain police and fire equipment, facilities, and staffing at locations and levels that allow for effective service delivery.
- **PFS-1.10 Co-Location of Facilities.** The City shall seek to co-locate municipal public-safety facilities to promote efficient use of space and provision of police and fire services within dense, urban areas of the city.
- **PFS-1.11 Critical Facilities.** The City shall locate new critical municipal facilities, such as fire stations, police stations, emergency operations centers, emergency shelters, communications networks, and other emergency service facilities and utilities so as to minimize exposure to flooding, seismic, geologic, wildfire, and other hazards. Critical community facilities, such as hospitals and health care facilities, should also be similarly located.
- **PFS-1.12 Cooperative Delivery of Services.** The City shall maintain mutual aid relationships with the County of Sacramento and other local, State, and federal agencies that promote regional cooperation in the delivery of services and allow for supplemental aid from other police and fire personnel in the event of emergencies.
- **PFS-1.13 Technology to Improve Public Safety.** The City shall evaluate, and seek to invest in, and incorporate new technologies and innovations that enhance the efficient, cost-effective delivery of public safety services
- **PFS-1.14 Timing of Services.** The City shall monitor the pace of residential and commercial growth in Sacramento and make best efforts to match that growth with commensurate increases in public safety personnel, equipment, and facilities..

- **PFS-1.15 Development Fees for Facilities and Services.** The City shall require development projects to contribute fees to ensure the provision of adequate police and fire services.
- **PFS-1.16 Development Review.** The City shall continue to require new development projects to incorporate safety features and include the Sacramento Police Department (SPD) and the Sacramento Fire Department (SFD) in the development review process to ensure that projects are designed and operated in a manner that minimizes the potential for criminal activity and fire hazards and maximizes the potential for responsive police and fire services.

6.7.C Study Area Level of Service Improvements

The SFD currently provides fire protection and emergency response services to the ASI SOI expansion area. The ASI project would be primarily served by Fire Station #43, which is the nearest station to the project site. It is located approximately 2.5 miles to the southeast of the ASI project site at 4201 El Centro Road in unincorporated Sacramento County. SFD provides fire protection services to an unincorporated area adjacent to the City, including the ASI project area, through a contract with Natomas Fire Protection District. This contract includes provisions to provide emergency, medical, rescue and fire protection services.

As of 2017, SFD's staffing included 589 full-time equivalent employees who responded to approximately 88,242 calls. The approved FY2022/23 FY Budget increased staffing to 729 positions. SFD maintains a goal to have its first responding company, which provides for fire suppression and paramedic services, arrive within four minutes. Additionally, the SFD maintains automatic aid agreements with all its neighboring agencies including the Sacramento Metropolitan Fire District and Cosumnes Fire. Under these automatic aid agreements, all related emergency calls are routed through a central dispatch center and the nearest apparatus is dispatched to emergency incidents, regardless of political jurisdiction. (*City of Sacramento, FY2022/23 Approved Budget, p. 300*) and (*Ascent Environmental, Panhandle Annexation and PUD Plan for Services, June 2017, p. 24*)

As required for mandatory compliance with the Uniform Fire Code and Sacramento City Code Chapter 15.36, development of the ASI project site would be required to comply with regulations relating to construction, maintenance, and use of buildings. This would include mandatory elements for fire prevention and deterrence related to fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, and other fire-safety requirements. (*Ascent Environmental, Panhandle Annexation and PUD Plan for Services, June 2017, p. 24*)

Development would also be required to comply with State and local fire regulations, as outlined in the California Health and Safety Code and the City Code. Compliance with these regulations would ensure that fire and other emergency service providers maintain access to all properties within the ASI project area in the event of a fire emergency. (*Ascent Environmental, Panhandle Annexation and PUD Plan for Services, June 2017, p. 24*)

6.7.D Determinations

Based on the information above, the following determinations can be made:

- The Sacramento Fire Department provides fire protection services to the entire City and some small unincorporated areas within the County that include Pacific-Fruitridge and Natomas Fire Protection Districts. This service area includes the proposed ASI SOI expansion area.
- Fire Station #43 is located approximately 2.5 miles southeast of the proposed ASI SOI expansion area at 4201 El Centro Road in unincorporated Sacramento County.
- Development projects in the ASI project area will be required to pay any City-adopted impact fees related to fire protection services, as outlined in the Sacramento City Code.
- The Metro Air Park Project is required to dedicate and fund a future fire station within its project area, and when constructed, this facility will provide additional fire protection coverage in proximity to the ASI project site.

6.8 SOLID WASTE

6.8.A Existing Levels of Service and Improvements

The City of Sacramento's Recycling and Solid Waste Division collects residential solid waste generated throughout the City, including household waste, recycling, and organic wastes. Approximately 660,000 tons of solid waste are generated annually, with the City collecting approximately 250,000 tons, and the remainder collected by franchised waste haulers and individual residents. (*City of Sacramento, <http://www.cityofsacramento.org/Public-Works/RSW>, 2022*) Waste collected by the City is initially transported to two locations. These include the Sacramento Recycling and Transfer Station (SRTS) and Elder Creek Transfer Station, which accepts waste from the southern region of the City, and the Sacramento County North Area Recovery Station (NARS) and Yolo County Central Landfill, which accepts waste from the north region of the City. Refuse is hauled from these locations to the Sacramento County Kiefer Landfill and several other facilities for processing. Solid waste generated by commercial uses (including multifamily residences of five units or more) is collected by private haulers and transported to the SRTS, NARS, Sacramento County Kiefer Landfill, Yolo County Landfill, L and D Landfill, Florin Perkins Landfill, Elder Creek Transfer Station, and other facilities. (*City of Sacramento, General Plan Background Report (March 2015), pp. 4-44*)

The Sacramento County Kiefer Landfill, located at Kiefer Boulevard and Grand Line Road, sits on a 1,084-acre site with approximately 660 acres of landfill area and is one of the primary locations for disposal of solid waste generated in the City of Sacramento. The waste delivered to the landfill is from municipal and industrial sources with an average of approximately 2,423 tons per day accepted. (*City of Sacramento, General Plan Background Report (November 2020), pp. 4-45*)

6.8.B Plans and Regulatory Requirements

Federal Requirements

Title 40 of the Code of Federal Regulations. Criteria for Municipal Solid Waste Landfills is established by Title 40, Part 258, of the Code of Federal Regulations. It contains regulations for municipal solid waste disposal regarding location, design, operation, groundwater safety and monitoring, and closure procedures. State permitting programs are required to incorporate these regulations.

State Requirements

California Department of Resources Recycling and Recovery (CalRecycle). Waste generated in California is overseen, managed, and tracked by CalRecycle. This entity also creates specific regulations and administers grants and loans to California cities, counties, businesses, and organizations to meet State goals for waste reduction, reuse, and recycling.

Assembly Bill (AB) 939. Written in 1989, AB 939 requires that: a) cities and counties have integrated waste management plans (IWMPs); b) approximately 50 percent of solid waste generated by municipalities is diverted from landfills; and c) Source Reduction and Recycling Elements be part of the IWMP.

Senate Bill (SB) 1016. SB 1016 (2008) requires that the 50 percent solid waste diversion requirement established by AB 939 is measured by pounds per person per day. The review process for the Source Reduction and Recycling Elements was changed by SB 1016 to include the establishment of per-year diversion rates and scheduled review of compliance.

Assembly Bill 341. Adopted in October 2011, AB 341 amended the California Integrated Waste Management Act and established a statewide policy goal to divert 75 percent of solid waste from landfills by 2020. AB 341 focused on mandatory commercial recycling and requires California commercial enterprises and public entities that generate 4 or more cubic yards per week of waste, as well as multi-family housing complexes with 5 or more units, to arrange for recycling services.

Assembly Bill 1826. Adopted in October 2014, AB 1826 established statewide requirements that businesses, including apartment complexes, must recycle organic waste starting in 2016 depending on the

amount of waste generated per week. In 2020, the threshold was reduced to 2 cubic yards of total solid waste generated including trash, recycling, and organics.

Senate Bill 1383. Adopted September 2016, SB 1383 established methane emissions reduction targets in a statewide effort to reduce emissions of short-lived climate pollutants. This includes a reduction in methane by 40 percent, hydrofluorocarbon gases by 40 percent, and anthropogenic black carbon by 50 percent below 2013 levels by 2030. SB 1383 also set specific targets for reducing organic wastes in landfills, with a goal to achieve a 50 percent reduction in statewide disposal of organic waste from 2014 levels by 2020, and a 75 percent reduction by 2025.

(City of Sacramento, General Plan Background Report (November 2020), pp. 4-46)

Local Requirements

Sacramento General Plan. The City of Sacramento 2040 General Plan addresses solid waste collection in its Public Facilities and Safety Element section, which states its goal to expand reduction, reuse, recycling, and composting activities; ensure compliance with state law; and promote cost effective strategies for greenhouse gas reduction and sustainability. Applicable General Plan policies are summarized below:

- **PFS-5.1 Solid Waste Reduction.** The City shall reduce the amount of solid waste that is disposed in landfills by promoting source reduction and recycling throughout Sacramento and by expanding the range of programs and information available to local residents and businesses, consistent with State requirements.
- **PFS-5.2 Collection and Recycling Services.** The City shall provide for continued solid waste collection and recycling services in Sacramento, including contracting with franchise waste haulers, and ensuring adequate transfer station facilities capacity and the availability of adequate landfill capacity to meet future needs..
- **PFS5.3 Mixed and Organic Recycling.** The City shall increase waste diversion by requiring participation in mixed recycling and organic recycling programs, including through implementation of Climate Action and Adaptation Plan (CAAP) Measure W-1 for organic waste reduction.
- **PFS-5.4 Regional Recycling Market Development Zone.** The City shall continue to participate in the Sacramento Recycling Market Development Zone (RMDZ) Program, which provides attractive loans, technical assistance, and free product marketing to businesses that use materials from the waste stream to manufacture their products.
- **PFS-5.5 Recycled Materials in New Construction.** The City shall encourage the use of recycled materials in new construction. Methods shall include promoting the availability of materials at Certified Construction and Demolition (C&D) Debris Sorting Facilities and the reuse store at the Sacramento Recycling and Transfer Station.
- **City of Sacramento Planning and Development Code.** Section 34 of the City's Planning and Development Code requires that waste mitigation and recycling efforts be incorporated into development plans for all new multifamily and nonresidential projects. These requirements can also apply to the retrofitting of existing development.

City of Sacramento Construction and Demolition Debris Recycling Ordinance. Established in 2009, the ordinance requires all complete demolition and building permits over \$250,000 in value to recycle or reuse 50 percent of all wastes generated and provide proof of meeting this requirement. These requirements have since been updated by the 2019 California Green Building Standards Code, lowering the permit value to \$200,000 and increasing the recycling requirement to a minimum of 65 percent.

Sacramento Climate Action Plan. Adopted in 2012, the Sacramento Climate Action Plan included the goal of 75 percent diversion (recycling or reusing) by 2020 and zero waste to landfills by 2040.

(City of Sacramento, General Plan Background Report (November 2020), pp. 4-47)

6.8.C Study Area Level of Service Improvements

Solid waste generated by construction and operation of the ASI project site will be collected by private franchised haulers for sorting and recycling or self-hauled by subcontractors to construction and demolition recycling facilities. Much of the solid waste generated by construction and operation of the ASI project site may be transported and deposited at the Sacramento County Kiefer Landfill. As of 2023, the landfill has a remaining refuse capacity of approximately 112,900,000 cubic yards. As a result, the Kiefer Landfill is

currently projected to be able to serve the area until approximately 2064. (*City of Sacramento, General Plan Background Report (November 2020)*, pp. 4-45) With the additional efforts realized through implementation of the City's adopted Climate Action Plan and General Plan to reduce and eventually eliminate solid waste in landfills, the impact to the City's current landfill sites should decrease and years of available capacity increase past previous projections. In light of this, the City of Sacramento's and commercial franchised haulers' waste collection services are adequate to support current service levels. The waste generated at the ASI project site will create a manageable increase in service levels.

6.8.D Determinations

Based on the information above, the following determinations can be made:

- The commercial franchised hauler waste collection services offered in the City of Sacramento are adequate to support additional solid waste generated by the industrial and commercial operations of the ASI project.
- One of the City's main landfill sites is expected to maintain capacity to serve the City through the year 2064.

6.9 STORM DRAINAGE AND FLOOD CONTROL

6.9.A Existing Levels of Service and Improvements

Natomas Basin

The ASI project site/SOI expansion area is located in the Natomas Basin, a large geographic area of flat terrain in northwestern Sacramento County and southwestern Sutter County. The basin is approximately 50,000 acres in size and spans ± 1.5 miles in a north-south direction and $\pm 5-6$ miles in an east-west direction. Most of the basin has an elevation ranging between $\pm 10'$ to $\pm 25'$, with portions of the basin reaching $\pm 40'$. Historically, the Natomas Basin has been subject to flooding risk from the Sacramento and American Rivers. The Natomas Basin was developed for agricultural purposes in the late 19th and early 20th centuries. Levees, internal drainage channels, and pump stations were constructed to reclaim the often-flooded land for agriculture.

The Natomas Basin is under the jurisdiction of the United States Army Corps of Engineers (USACE). The levees surrounding the Natomas Basin were decertified by the USACE in December 2008. Subsequently, the Sacramento Area Flood Control Agency (SAFCA) and the USACE have been, and currently are, working together to design, fund, and construct levee improvements that will provide the Natomas Basin with 200-year flood protection. Over 50% of the levee improvements have been constructed, and 100% of the funding has been allocated by local, State and Federal agencies to complete all planned levee improvements. This level of levee completion and funding has allowed portions of the Natomas Basin to be classified as A-99 flood zones, including the eastern portion of the ASI project site. "A-99" is an interim designation that allows new development to proceed without elevation verification while the improvements needed to provide 100-year protection are under construction. It remains within a special flood hazard area until construction is complete and the levees are accredited by the Federal Emergency Management Agency (FEMA). The majority of the project site is classified as Zone A, which means FEMA requires more detailed interior (local) drainage assessments to remove it from the special flood hazard area, in addition to addressing the levee flooding issues.

Reclamation District 1000 (RD 1000)

Reclamation District No. 1000 (RD 1000) was formed in 1911 by a Special Act of the Legislature in order to provide agricultural drainage, flood control, and levee maintenance in the Natomas Basin. The District covers the Natomas Basin and is bounded by the Sacramento River on the west, the Natomas Cross Canal on the north, Pleasant Grove Creek and the Natomas East Main Drainage Canals on the east, and the American and Sacramento Rivers on the south and west. RD 1000 has approximately 43 total miles of levees throughout its district, which are all considered "project" levees.

RD 1000's interior canal and drainage system was originally designed to convey stormwater to the pumping plant at Second Bannon (Plant 1A) for discharge into the Sacramento River. Its purpose was to provide drainage and flood protection to agricultural lands within the District. In 1920, Plant 2 was added at

Pritchard Lake to serve as both an irrigation and drainage facility, and in 1939, Plant 3 was added along the Sacramento River. As urban development in the City of Sacramento began occurring in the southeastern area of the basin, additional storm drainage pumping facilities were added to increase capacity. This included the construction of 5 additional pumping plants that were located to relieve pressure on the original pumping plants. Subsequently, the District has entered into several agreements with both the City and County of Sacramento. These agreements memorialized various stormwater drainage services, whereby the District would manage urban runoff in exchange for the City and/or County either: 1) paying for increased capacity; 2) constructing facilities to increase capacity; or 3) requiring new development to compensate the District for adding capacity to accommodate increased runoff.

The ASI project site is affected by off-site stormwater runoff from RD 1000's System, which enters the site from beneath Interstate 5 to the north via Reach 8 of the Lone Tree Canal. Once on site, Reach 8 of the Lone Tree Canal flows south to join with the West Drainage Canal, which is located along the site's southern boundary. From this confluence, drainage runoff can be conveyed to either Pumping Plant 3, located to the southeast of the ASI project, or to Pumping Plan 5, located to the northwest. Both of these plants are designed to pump runoff into the Sacramento River.

Improvements to the RD 1000 system have been necessary over the years as the Natomas Basin has urbanized. The downstream system has gone through various improvements, and other improvements remain pending. Recent upstream improvements include the widening and regrading of the Lone Tree Canal (north of I-5) as part of the Northlake project. Additional Lone tree Canal widening and culvert improvements are included in the Metro Air Park Financing Plan, some of which have recently been completed, and include culvert improvements and pump station funding.

The project site is also located in a Federally-recognized internal floodplain (A-99 Zone) and within a local 100-year floodplain (A Zone, based on RD 1000's modeling). This indicates that the project's undeveloped land area provides floodwater storage during a 100-year storm event. This floodplain mapping and modeling establishes the accepted definition of interior flooding conditions with the levees being certified. The project site's interior floodplain will be mitigated with on-site storage.

Sacramento Area Flood Control Agency

The Sacramento Area Flood Control Agency (SAFCA) was formed in 1989 to address the Sacramento area's vulnerability to catastrophic flooding. This vulnerability was exposed during a record flood in 1986 when Folsom Dam exceeded its normal flood control storage capacity and several area levees nearly collapsed. In response, the City of Sacramento, the County of Sacramento, the County of Sutter, the American River Flood Control District, and RD 1000 created SAFCA through a Joint Exercise of Powers Agreement to provide the Sacramento region with increased flood protection along the Sacramento and American Rivers.

SAFCA's mission is to provide the region with at least a 100-year level of flood protection as quickly as possible while seeking a 200-year or greater level of protection over time. Under the Sacramento Area Flood Control Agency Act of 1990, the California Legislature has given SAFCA broad authority to finance flood control projects and has directed the Agency to carry out its flood control responsibilities in ways that provide optimum protection to the natural environment.

On-Site Storm Drainage Facilities

Other than the existing RD 1000 ditches and canals, the existing site has no internal drainage systems flowing overland towards the RD 1000 canals and ditches around the perimeter and through the site. Site topography is relatively flat. The western two-thirds of the site generally has an elevation of 10.0. The elevations increase in the vicinity of the new interchange from elevation 10.0 to elevation 35.0 at the existing Metro Air Parkway bridge crossing of Interstate 5. In the eastern area of the site, elevations generally slope from 10.0 to 25.0 at the east boundary. Development of the ASI project would require the construction of storm drainage facilities that meet applicable Federal, State, and Local regulations and requirements.

6.9.B Plans and Regulatory Requirements

Federal Requirements

The Federal Emergency Management Agency (FEMA). FEMA’s “Title 44-Emergency Management and Assistance” (Chapter 1: Federal Emergency Management Agency, Part 65 – Identification and Mapping of Special Flood Hazard Areas) outlines the steps the community needs to take in order to assist FEMA’s effort in providing up-to-date identification and publication, in the form of the maps described, on special flood, mudslide (i.e. mudflow), and flood-related erosion hazards.

Local Requirements

Sacramento General Plan. The City of Sacramento 2040 General Plan addresses stormwater drainage in its Public Facilities and Safety Element section, which includes goals and policies designed to ensure efficient, high-quality utility infrastructure and services to meet the needs of residents and business throughout the city. That new drainage facilities are adequately sized and constructed. The following General Plan policies are applicable to stormwater drainage services:

- **PFS-3.1 Provision of Adequate Utilities.** The City shall continue to provide reliable water, wastewater, and stormwater drainage utility services.
- **PFS-3.2 Utility Sustainability.** The City shall continue to improve the sustainability, resilience, and energy efficiency of its facilities, infrastructure, and operations consistent with the Climate Action and Adaptation Plan and the goal of achieving carbon neutrality by 2045.
- **PFS-3.3 Development Impacts.** Through the development review process, including through development impact fees and offsite improvements constructed by new development, the City shall ensure that adequate public utilities and services are available to serve new development.
- **PFS-3.11 Joint-Use Facilities.** Wherever feasible, the City shall pursue the development of joint-use water, stormwater quality, flood control and other utility facilities as appropriate in conjunction with schools, parks, bike paths, golf courses, and other suitable uses to achieve economy and efficiency in the provision of services and facilities.
- **PFS-3.15 Adequate Drainage Facilities.** The City shall ensure that all new municipal drainage facilities are adequately sized and constructed to accommodate stormwater runoff, including incorporating “green infrastructure” design and Low Impact Development (LID) techniques, where appropriate, stormwater treatment features, and, if applicable, trash capture devices for its stormwater facilities.
- **PFS-3.16 Stormwater Design in Private Development.** The City shall require proponents of new development and redevelopment projects to submit drainage studies that adhere to City stormwater design requirements and incorporate measures, including “green infrastructure”, Low Impact Development (LID) techniques, stormwater treatment, and, if applicable, trash capture devices, to prevent on- or off-site flooding and improve runoff water quality.
- **PFS-3.17 Regional Stormwater Facilities.** The City shall coordinate efforts with Sacramento County and other agencies in the development of regional stormwater facilities.
- **PFS-A.4 Stormwater Master Planning.** The City shall implement a stormwater master plan program to do the following:
 - Identify facilities needed to prevent 10-year event street flooding and 100-year event structure flooding;
 - Ensure that public facilities and infrastructure are designed pursuant to approved basin master plans;
 - Ensure that adequate land area and any other elements are provided for facilities subject to incremental sizing (e.g., detention basins and pump stations); and
 - Incorporate the use of “green infrastructure,” Low Impact Development (LID) techniques, stormwater treatment controls, and, if applicable, trash capture devices.
- **ERC-1.1 Clean Water Programs.** The City shall promote environmental stewardship and pollution prevention activities with outreach, assistance, and incentives for residents and businesses.
- **ERC-1.2 Clean Watershed.** The City shall continue ongoing Sacramento and American River source water protection efforts (e.g., Pups in the Park, Keep Our Waters Clean), based on watershed sanitary survey recommendations, in partnership with private watershed organizations and local, State, and federal agencies.

- **ERC-1.3 Runoff Contamination.** The City shall protect surface water and groundwater resources from contamination from point (single location) and non-point (many diffuse locations) sources, as required by federal and State regulations.
- **ERC-1.4 Construction Site Impacts.** The City shall require new development to protect the quality of water bodies and natural drainage systems through site design (e.g., cluster development), source controls, stormwater treatment, runoff reduction measures, best management practices (BMPs), Low Impact Development (LID), and hydromodification strategies to avoid or minimize disturbances of natural water bodies and natural drainage systems caused by development, implement measures to protect areas from erosion and sediment loss, and continue to require construction contractors to comply with the City's erosion and sediment control ordinance and stormwater management and discharge control ordinance
- **ERC-5.2 Reducing Storm Runoff.** The City shall encourage project designs that minimize drainage concentrations, minimize impervious coverage, utilize pervious paving materials, utilize low impact development (LID) strategies, and utilize Best Management Practices (BMPs) to reduce stormwater runoff
- **ERC-6.1 Protection from Flood Hazards.** The City shall strive to protect life, the natural environment, and property from natural hazards due to flooding.
- **ERC-6.2 Flood Management Planning Coordination.** The City shall work with local, regional, State, and federal agencies to do the following: • Maintain an adequate information base; monitor long-term flood safety; and assess long-term flood event probabilities; • Prepare risk assessments that account for urbanization and the effects of climate change; • Identify strategies to mitigate flooding impacts; and • Participate in regional planning efforts.
- **ERC-6.3 Floodway Capacity.** The City shall preserve urban creeks and rivers to maintain and, where feasible, expand existing floodway capacity while enhancing environmental and habitat quality and recreational opportunities.
- **ERC-6.4 Floodplain Requirements.** The City shall regulate development within floodplains in accordance with State and federal requirements and maintain the City's eligibility under the National Flood Insurance Program.
- **ERC-6.5 Community Rating System.** The City shall continue its participation in the Federal Emergency Management Agency's (FEMA's) Community Rating System program, which gives property owners discounts on flood insurance.
- **ERC-6.6 Flood Regulations.** The City shall continue to regulate new development in accordance with State requirements for 200-year level of flood protection and federal requirements for 100-year level of flood protection.
- **ERC-6.7 Flood Hazard Risk Evaluation.** The City shall require evaluation of potential flood hazards prior to approval of development projects and shall require new development located within a Special Flood Hazard Area to be designed to meet federal and State regulations and minimize the risk of damage in the event of a flood.
- **ERC-6.8 Interagency Levee Management.** The City shall coordinate with local, regional, State, and federal agencies to ensure new and existing levees are adequate in providing flood protection and coordinate to achieve local certification of levees for 200-year flood protection by 2025.
- **ERC-6.9 Levee and Floodway Encroachment Permit.** The City shall require applicants to secure an encroachment permit from the Central Valley Flood Protection Board for any project that falls within the jurisdiction regulated by the Board (e.g., levees, designated floodways).
- **ERC-6.10 Levee Setbacks for New Development.** The City shall require adequate setbacks from flood control levees and prohibit new development from using levees as a primary access point, consistent with local, regional, State, and federal design and management standards.
- **ERC-6.11 Unobstructed Access to Levees.** The City shall provide unobstructed access, whenever feasible, on City-owned land adjacent to levees for maintenance and emergencies.
- **ERC-6.12 Flood Risk Notification.** The City shall annually notify owners of residential development protected from flooding by a levee, reminding them of the risk and require all new developments protected by levees to include a notice within the deed stating that the property is protected by

flooding from a levee and that the property may be subject to flooding if the levee fails or is overwhelmed.

6.9.C Study Area Level of Service Improvements

Upon approval of the SOI expansion, stormwater drainage services for the ASI project will be provided by the City of Sacramento and RD 1000 in a similar manner as is currently performed in North Natomas and other areas of the Natomas Basin. In the vicinity of the project site, RD 1000 owns and operates a system of canals and pump stations that move storm drainage from the local area to the Sacramento River. RD 1000 collects all runoff within the Natomas Basin through a system of interconnected channels and directs this runoff to pump stations in order to lift the water into the leveed rivers and channels surrounding Natomas. These channels and pumping systems rely on existing flood storage in low lying areas to dampen peak flows, metering water into the pump stations and allowing pumping to operate efficiently.

The City of Sacramento is the planned owner and operator of the future on-site drainage system that is designed to detain/retain urban runoff and pump it for discharge into RD 1000's system. RD 1000 is then responsible for the off-site system conveying the stormwater from the project site to the Sacramento River.

Development of the ASI project requires that the site's development area be raised above the previously-identified floodplain. Buildings' finished floors would be raised above RD 1000's identified floodplain elevations and parking areas would be elevated to limit 100-year flood depth to an acceptable range. To offset the loss of existing on-site stormwater storage, the ASI project design incorporates on-site detention/retention facilities to mitigate the impacts of elevating the site's development areas. The on-site storm drain facilities are planned to include a piped system to convey the 10-year storm events. Overland release through streets and parking will convey the 100-year event. All of the project's internal storm drainage will be directed to the proposed on-site detention basins and pump station.

Within the Natomas Basin, RD 1000 requires that developed lands mitigate their post-project runoff in order not to increase above pre-project levels. To achieve this requirement, the ASI project's on-site design consists of a perimeter system of detention/retention basins located adjacent to existing RD 1000 ditches/canals and areas adjacent to Reach 8 and the canals south of the site. The basins are designed to be interconnected via culverts, thereby providing a single, continuous on-site system that is controlled by a planned on-site pump station. The on-site system also connects to RD 1000's system through a series of weirs and is designed to meet the pre-project spill condition and to provide on-site floodplain storage.

6.9.D Determinations

Based on the information above, the following determinations can be made:

- The United States Army Corps of Engineers (USACE) and the Sacramento Area Flood Control Agency (SAFCA) are collaborating on the construction of levee improvements that will provide 200-year flood protection to the Natomas Basin.
- RD 1000 maintains regional drainage facilities both adjacent to, and within, the ASI project site, which convey off-site stormwater runoff to pumping facilities where it is discharged into the Sacramento River.
- The City of Sacramento, the County of Sacramento, the County of Sutter, the American River Flood Control District, and RD 1000 created the Sacramento Area Flood Control Agency (SAFCA) to provide the Sacramento region with increased flood protection along the Sacramento and American Rivers.
- The ASI project's on-site drainage systems have been designed to mitigate post-project runoff levels to be equal to, or less than, pre-project levels, consistent with RD 1000's requirements. This includes a system of detention/retention basins, pumping facilities, and weirs that connect the on-site system with RD 1000's system.

6.10 PARKS AND RECREATION

6.10.A Existing Levels of Service and Improvements

The City of Sacramento's Youth, Parks, and Community Enrichment (YPCE) Department manages its network of parks, open spaces, and recreation areas that contribute significantly to the identity and character of the City's neighborhoods and urban areas. The department is responsible for planning and acquiring land for new parks, renovating existing parks, and maintaining these facilities. Additionally, the department is responsible for preserving, protecting, and enforcing park regulations of over 234 facilities with 4,360 acres of parks, parkways, open space, community centers, aquatic facilities, and bike trails Citywide. (*City of Sacramento, FY2022/23 Approved Budget, pp. 270-271*)

The City operates and maintains 218 parks, recreation, parkway and open space sites, 21 lakes, ponds and beaches, 17 aquatic facilities, 13 community centers, and approximately 115 miles of shared-use paths. Parks and open space areas are classified as summarized below, which consists of three park types plus open space. Open space may be a component of any park type, but is most common in regional or community parks. These classifications include:

- **Neighborhood Parks.** These facilities are generally smaller than 10 acres in size and are designed to serve residents within a half-mile radius. Some facilities are located adjacent to elementary schools where park programming can be oriented to the recreational needs of children. This park classification also includes urban plazas and pocket parks, which are strictly less than five acres in size and typically sited in denser urban and mixed-use developments.
- **Community Parks.** Community parks are generally 6-60 acres in size, providing a broader range of amenities for several neighborhoods within a three-mile radius. In addition to the types of amenities provided at neighborhood parks, community parks are sized to provide additional amenities such as restrooms, on-site parking, community centers, swimming pools, lighted sports fields or courts, and/or other specialized facilities.
- **Citywide/Regional Parks/Parkways.** These are Sacramento's largest park facilities, which are designed to serve the needs of the entire City population. Citywide/Regional Parks typically incorporate amenities that are not found in smaller neighborhood or community parks and may include facilities such as golf courses, aquatic centers, marinas, amusement areas, nature areas, and/or shared-use trails. Parkway are also included in this classification and typically consist of linear, narrow corridors with limited recreational uses that are primarily used for pedestrian/bicycle linkages between residential neighborhoods, schools, parks, and shopping areas.
- **Open Space.** This classification is for natural areas within the City that are used to protect environmental amenities, such as native plant communities or wildlife habitat. As such, open space areas generally have limited recreational use. While classified separately, parkways are similar to the open space classification due to their limited recreational use and design.

(*City of Sacramento, General Plan Background Report (November 2020), pp. 5-26 to 5-27*)

Recreation Programs

A variety of recreation programs for all ages are offered by the YPCE Department. This includes adult and youth sports classes; special events; after-school, summer, and aquatic programs; community classes and enrichment programs; and coordinates reservations for baseball and softball fields. Additionally, the City's community centers are used to hold events such as flea markets, family nights, craft fairs, and holiday and multicultural celebrations. (*City of Sacramento, General Plan Background Report (November 2020), pp. 5-30 to 5-33*)

Planned Improvements

The City of Sacramento recently adopted its Sacramento Parks Plan 2040. The updated Sacramento Parks Plan will guide the City's investment in projects and programs over the next 20 years.

6.10.B Plans and Regulatory Requirements

Local Requirements

City of Sacramento General Plan. The Sacramento 2040 General Plan Education, Recreation and Culture Element contains goals and policies to guide the maintenance of existing parks and development of new facilities and programs. The goals and policies in the General Plan intend to integrate parks, open space areas, shared-use paths, and recreational facilities that are welcoming, well-maintained, safe, and accessible to all the diverse communities of Sacramento..

Applicable policies are summarized below:

- **YPRO-1.1 Range of Experiences.** The City shall provide a range of parks and recreational facilities and strive to ensure an equitable distribution of high-quality facilities throughout Sacramento.
- **YPRO-1.2 Youth, Parks, & Community Enrichment (YPCE) Parks Plan.** The City shall refer to the YPCE Department's Parks Plan as the primary guide for locating and planning park improvements. YPCE will update the Parks Plan periodically to ensure it reflects projected community needs for all Sacramento residents.
- **YPRO-1.3 Parkland Service Standard.** The City shall evaluate, as needed, the equitable increase of public park acreage to serve the needs of the current and future residents with high-quality facilities. The City shall continue to strive to achieve a parkland service standard of 8.5 acres of parkland per 1,000 residents, which includes neighborhood parks, community parks, regional parks, open space, and parkways.
- **YPRO-1.4 Parkland Dedication Requirements.** The City shall continue to require that new residential development projects contribute toward the provision of adequate parks and recreational facilities to serve the new residents, either through the dedication of parkland, the construction of public and/or private recreation facilities, or the payment of parkland in-lieu fees, consistent with the Quimby Ordinance. To achieve the level of service for all parkland in all areas of the city, the City shall seek other funding resources to prioritize park needs in park deficit areas.
- **YPRO-1.5 Incentivizing Onsite Public Facilities.** The City shall continue to provide Park Impact Fee (PIF) credit for development projects that provide publicly accessible parks, plazas, and parkways onsite that promote active or passive recreational opportunities and serve as neighborhood gathering points.
- **YPRO-1.6 Underutilized Land.** As feasible, the City shall acquire, lease, or otherwise obtain rights to the use of underutilized vacant parcels for park or open space, focusing efforts first in park deficient communities.
- **YPRO-1.7 Co-Located Joint-Use Facilities.** The City shall continue to facilitate the development of new parks or expansion of existing parks and recreational facilities by co-locating with and joint use of new or existing public and institutional facilities (e.g., schools, libraries, cultural facilities, and stormwater detention basins) in order to efficiently provide for community needs and offset operations and maintenance costs, prioritizing disadvantaged communities with an existing deficit of park or recreation facilities.
- **YPRO-1.8 Non-Conventional Park Solutions.** In densely built out urban areas of the city where the provision of large park spaces is not feasible, the City shall explore creative solutions to provide neighborhood park and recreation facilities that serve the needs of local residents and employees. Such solutions may include the following: • Publicly accessible, privately-owned open spaces and plazas; • Rooftop play courts and gardens; • Freeway underpass, utility corridor, and wide landscape medians; • Conversion of rails to trails; • Pocket parks and pedestrian areas in the public right-of-way; and • The provision of neighborhood and community-serving recreational facilities in regional parks.
- **YPRO-1.9 Timing of Services.** The City shall monitor the pace and location of new development through the development review process and long-range planning efforts to strive to ensure that development of parks, recreation programming, and community serving facilities and services keeps pace with growth.

- **YPRO-1.10 Parkland Access Standard.** In residential areas that do not have an accessible park or recreational open space within a 10-minute walk, the City shall evaluate the equitable increase of public park acreage, prioritizing communities with an existing deficit of high-quality facilities.
- **YPRO-1.11 Enhancing Access to Parks.** The City shall pursue strategies that increase community access to parks and recreational facilities, including the following: • Expanding joint-use agreements with schools and educational institutions; • Removing of physical barriers to access (e.g., fences); and • Providing a choice of legible and navigable routes to and from park areas through the installation of new or improved multi-use shared paths, wayfinding signage, and coordination with public transit.
- **Policy ERC 2.2.5 Meeting Service Level Goal** that requires the City to require new residential development to meet its fair share of the park acreage service level goal by either dedicating land for new parks, paying a fair share of the costs for new parks and recreation facilities or renovation of existing parks and recreation facilities. For new development in urban areas where land dedication or acquisition is constrained by lack of available properties (e.g., the Central City), new development shall either construct improvements or pay fees for existing park and recreation enhancements to address increased use. Additionally, the City shall identify and pursue the best possible options for park development, such as joint use, regional park partnerships, private open space, acquisition of parkland, and use of grant funding.
- **Policy ERC 2.2.6 Urban Park Facility Improvements** that requires the City to explore creative solutions to provide neighborhood park and recreation facilities in urban areas where land dedication is not reasonably feasible.
- **Policy ERC 2.2.8 Capital Investment Priorities** that requires the City to explore creative solutions to provide neighborhood park and recreation facilities give priority to specified capital investments, including acquisition of park land in areas where adopted service levels are not being met and acquisition of large natural areas for habitat protection and passive recreation use areas.
- **Policy ERC 2.2.9 Small Public Places for New Development** that requires the City to allow new development to provide small plazas, pocket parks, civic spaces, and other gathering places that are available to the public, particularly in infill areas, to help meet recreational demands.
- **Policy ERC 2.2.10 Range of Experience** that requires the City to provide a range of parks and recreational facilities in a range of sizes, with larger parks located at City edges and along rivers and smaller parks located in denser development areas.
- **Policy ERC 2.2.12 Compatibility with Adjoining Uses** that requires the City to ensure that the location and design of all parks, recreation and community centers are compatible with existing and adjoining uses.
- **Policy ERC 2.2.20 Responsiveness to Community** that requires the City to work with affected neighborhoods in the design of parks and recreational facilities to meet residents' needs and interests.

6.10.C Study Area Level of Service Improvements

The nearest parks, located just east of the ASI project site, include the 4.93-acre Egret Park and the 3.6-acre Egret Park Open Space, the 1.75-acre Sparrow Park, and the 10.35-acre Westlake Community Park. These parks serve the Westlake and Sundance Lake areas, which contain predominantly residential development. Development of the Northlake (formerly Greenbriar) community located to the northeast of the project site includes plans for five parks, totaling 37.6 acres of additional parkland. Much of the land west of the site and surrounding Sacramento International Airport is vacant or used for agricultural purposes. Recreational opportunities exist on the west side of the Sacramento River in Elkhorn Regional Park.

6.10.D Determinations

Based on the information above, the following determinations can be made:

- Demand for parks and recreation services in the City is primarily generated by residential development. An adequate amount of parkland exists in the City to serve existing development.
- The ASI project, which consists of industrial and commercial uses, will not generate residential uses that create an additional demand for the City's parks or recreation services.

6.11 LIBRARIES

6.11.A Existing Levels of Service and Improvements

This section summarizes the City's current library services, lists existing facilities, and identifies the need and plans for expansions. The importance of a library system is to provide to the public a major source of information, academic activities, research data, and contribute to the community's cultural activities. The libraries in the cities and County of Sacramento are functionally consolidated as a single system. The Sacramento Public Library (SPL) is a joint powers agency between the cities of Sacramento, Citrus Heights, Elk Grove, Galt, Isleton, Rancho Cordova, and the County of Sacramento. SPL serves residents of these cities and throughout unincorporated Sacramento County. (*City of Sacramento, General Plan Background Report (November 2020), pp. 5-47*)

The SPL is the fourth largest library system in California with 27 locations serving 1.4-million urban, suburban, and rural residents. In addition to lending books, the SPL offers services and programming focused on early learning, technology and creation and is committed to providing Sacramento communities with welcoming community spaces. (<https://www.saclibrary.org/About/Mission-Vision>, 2022)

SPL operates a total of 27 branches, including 11 branches within the City and 16 branches in other cities and throughout Sacramento County. SPL also operates a bookmobile. Residents of Sacramento County have access to all library branches both inside and outside the City of Sacramento.

The SPL's main branch, also known as the Central Library, was founded by community leaders in 1857 and is located in downtown Sacramento at 8th and I Streets. It now contains nearly 300,000 volumes and more than 1,000 periodical subscriptions. Many special collections are housed at the Central Library, including business, government documents, genealogy, and literature. Its Sacramento Room includes special collections on California and Sacramento history, local authors, and the library's history. The Central Library has many unique resources, including online and CD based resources, internet stations, and the Schwab-Rosenhouse College Resource Center, which provides free consultations with professional college and career counselors and access to a variety of college preparatory resources. The Tsakopoulos Library Galleria provides a 5,400 square foot space available for a variety of events, including weddings, meetings, seminars, parties, receptions, fund raisers, and trade shows. The Galleria also includes two smaller meeting rooms. (*City of Sacramento, General Plan Background Report (November 2020), pp. 5-47*)

The North Natomas Public Library is the closest library to the ASI project site and is located approximately 2.5-miles to the east at 4660 Via Ingoglia in the City. It is a joint-use facility serving the North Natomas community, as well as the students, faculty, and staff of both Inderkum High School and the Natomas Center of American River College. As such, this library features a diverse collection of materials serving the needs of the high school and community college students, a collection for children, recreational and informational reading for adults, magazines, newspapers, and a variety of media as well as public computer workstations. On-site amenities include a book drop, a variety of computing services, public spaces, and a meeting room.

In addition, other entities operate libraries in the City of Sacramento. One such facility is the California State Library, which is operated by the State of California. The State Library operates out of three locations, the Stanley Mosk Library and Courts Building at 9th and Capitol Streets, and Library and Courts II Building at 9th and N Streets, both in downtown Sacramento. The State Library provides reference services, on-site use or loan of collections, California history information, genealogy resources, braille and recorded books, a directory of libraries, and internet access. The State Library's circulating materials are also loaned out to the public through local libraries. The State Library also provides services to the State government, local governments, and local libraries. (*City of Sacramento, General Plan Background Report (November 2020), pp. 5-49*)

6.11.B Plans and Regulatory Requirements

Local Requirements

City of Sacramento General Plan. The Sacramento 2040 General Plan's Youth, Parks, Recreation and Open Space Element section contains goals and policies to guide provisions for the City's library services. Applicable policies are summarized below:

- **YPRO-2.1 Access to Quality Public Facilities and Programs.** The City shall strive to ensure that community centers, arts/cultural facilities, older adult care facilities, and other public facilities and programs are distributed equitably and conveniently throughout Sacramento and that the programs are accessible to all residents.
- **YPRO-2.2 Co-Location of Community-Serving Facilities.** Whenever feasible, the City shall co-locate City facilities with other public facilities (schools, libraries, drainage facilities, utility providers) so that multiple services may be delivered from a single location.
- **YPRO-2.4 Library Services.** The City shall work with the Sacramento Public Library Authority to ensure adequate library services and facilities are maintained for all residents and promote the siting of facilities in accessible locations with the greatest potential for positive neighborhood impact.
- **YPRO-2.5 Digital Literacy and Access.** The City shall support the Sacramento Public Library Authority in expanding access to digital resources and information tools and in delivering language, literacy, and workforce skills development programs and services..
- **Policy ERC 8.5 Cool Libraries.** The City shall work with the Sacramento Public Library (SPL) to facilitate the incorporation of cooling techniques into neighborhood library facilities, including the application of cool roofing materials, cool paving treatments, landscaping, and shading amenities as funding.
- **Policy ERC 3.1.4 Joint Use** that requires the City to encourage the development and use of multi-functional library facilities by public and private agencies at locations such as schools, community centers, and public-private partnership venues.
- **Policy ERC 3.1.5 Digital Literacy and Access** that requires the City to encourage access to digital resources and information tools and the development of 21st Century literacy skills.
- **Policy ERC 3.1.6 Educational Awareness** that requires the City to promote public awareness of library facilities and services.
- **Policy ERC 3.1.7 Funding** that requires the City to, in conjunction with the Sacramento Library Authority, explore methods of financing new library facilities and expanding and upgrading existing facilities.

(City of Sacramento, 2040 General Plan, February 27, 2024, pp. 10-8, 10-10)

6.11.C Study Area Level of Service Improvements

The Airport South Industrial project consists of commercial and industrial uses. Typically, level of service for community libraries is correlated with residential uses and population. Development of the ASI project site with commercial and industrial uses will not increase the City's residential population and its operation is not expected to significantly increase the need for the City's existing library services. For these reasons, level of service improvements and/or expansion of current library resources are not warranted to serve the proposed ASI project.

6.11.D Determinations

Based on the information above, the following determinations can be made:

- The City of Sacramento's libraries are adequate for its current population.
- Development of the ASI project will not increase the City's residential population, and the introduction of commercial and industrial uses is not expected to significantly increase the need for the City's existing library services.
- The ASI project does not significantly increase the demand libraries in the community, therefore, no expansion of current library resources is warranted.

6.12 ELECTRICITY & NATURAL GAS

6.12.A Existing Levels of Service and Improvements

The Sacramento Municipal Utility District (SMUD) is responsible for the acquisition, generation, transmission and distribution of electrical service throughout the City of Sacramento. In addition to the City of

Sacramento, SMUD's service area includes most of Sacramento County and a portion of Placer County. Electricity is produced from a variety of resources, including hydroelectric, thermal (natural gas), wind, and solar facilities. SMUD prepares an Integrated Resource Plan (IRP) that includes targets for system demand, system energy sales, renewable energy, and greenhouse gasses. The IRP evaluates various methods and options to meet SMUD's long-term needs and evaluates the impacts of various resource portfolios on SMUD's strategic policies. (*City of Sacramento, General Plan Background Report (November 2020)*, pp. 4-47 to 4-51)

Pacific Gas & Electric Company (PG&E) provides natural gas service to residents and businesses in the Sacramento Area, including the proposed SOI expansion area. In the winter months, most natural gas resources are imported from Canada on a supply and demand basis, with the balance supplied from production wells in California. In the summer months, gas is acquired at a lower price and is stored in underground storage facilities for use during winter peak use periods. (*City of Sacramento, General Plan Background Report (November 2020)*, pp. 4-59)

6.12.B Plans and Regulatory Requirements

Federal Requirements

Federal Energy Regulatory Commission (FERC). FERC is an independent agency that regulates the interstate transmission of electricity, natural gas, and oil. FERC reviews proposals to build liquefied natural gas (LNG) terminals and interstate natural gas pipelines, and licenses hydropower projects. The Energy Policy Act of 2005 gave FERC additional responsibilities, including: promoting the development of a strong energy infrastructure; open access transmission tariff reform; and preventing market manipulation. (*City of Sacramento, General Plan Background Report (November 2020)*, pp. 4-53)

Federal Power Act. SMUD is not a public utility as defined by the Federal Power Act. Accordingly, FERC does not regulate SMUD's rates or terms and conditions of service. Instead, SMUD's rates are set by its Board of Directors. (*City of Sacramento, General Plan Background Report (November 2020)*, pp. 4-53)

Clean Power Plan. Known as the Clean Power Plan, in 2015 the EPA established the Carbon Pollution Emission Guidelines for Existing Stationary Sources. It provides guidelines directing how states must develop plans to reduce greenhouse gas emissions from existing fossil-fuel-fired electric generating units and includes state-specific goals for CO₂ emission performance rates. Compliance with state emission goals begins in 2022 with full compliance with final goals required by 2030. Concurrent with the Clean Power Plan, the EPA established Standards of Performance for Greenhouse Gas Emissions from New, Modified, and Reconstructed Stationary Sources, which prescribes CO₂ emission standards for newly-constructed, modified, and reconstructed affected fossil fuel-fired electric utility generating units. (*City of Sacramento, General Plan Background Report (November 2020)*, pp. 4-53)

State Requirements

California Public Utilities Commission (CPUC). The CPUC is a State agency created by constitutional amendment to regulate privately-owned entities that provide public services, including those providing electricity and natural gas services. The CPUC is responsible for assuring California utility customers have safe, reliable utility services at reasonable rates. As a local publicly owned electric utility, SMUD does not fall within the jurisdiction of the California Public Utility Commission. Instead, SMUD is regulated by the Municipal Utility District Act (Public Utilities Code of the State of California, Division 6). (*City of Sacramento, General Plan Background Report (November 2020)*, pp. 4-54)

Title 24, California Code of Regulations. Energy consumption of new buildings in California is regulated by State Building Energy Efficiency Standards, of Title 24 in the California Code of Regulations. Title 24 applies to all new construction and includes energy consumption regulations for heating, cooling, ventilation, water heating, and lighting systems. Title 24 also includes CALGreen, which is formally known as the California Green Building Standards Code, Title 24, Part 11, of the California Code of Regulations. CALGreen establishes mandatory minimum green building standards and includes more stringent optional provisions known as Tier 1 and Tier 2. The City of Sacramento adopted Tier 1 Building Code standards for all new development, effective January 1, 2014. In January 2020, updated CALGreen standards took effect to include mandatory environmental performance standards for newly constructed low-rise residential and commercial projects, including state-owned buildings, schools, and hospitals. (*City of Sacramento, General Plan Background Report (November 2020)*, pp. 4-58)

Senate Bill 705 (SB 705). SB 705 requires California’s gas corporations to provide periodic updates to the CPUC regarding gas system safety actions. Updates must include a plan that describes how a gas corporation will implement its policies to achieve the previously identified objectives. (*City of Sacramento, General Plan Background Report (November 2020), pp. 4-62*)

Local Requirements

Sacramento Green Building Program. The City requires all new development of residential and nonresidential buildings to comply with the 2019 California Green Building Code standards. (*City of Sacramento, General Plan Background Report (November 2020), pp. 4-74*)

Sacramento Climate Action Plan. The City of Sacramento’s Council-adopted Climate Action Plan incorporates goals to achieve zero net energy consumption in all new construction by the year 2030 and to achieve an overall 15% reduction in energy use in all existing residential and commercial buildings by 2020. The General Plan also includes the goal of reducing energy demand 25 percent by 2030 compared to 2005 levels. (*City of Sacramento, General Plan Background Report (November 2020), pp. 4-59*)

SMUD Transmission Guidelines. SMUD’s adopted Transmission Guidelines are designed to assist developers and engineers through the process of developing property within or adjacent to SMUD’s existing electric transmission easements. The Guidelines also assist in planning of new transmission lines, minimizing potential negative impacts to SMUD’s facilities, and increasing public safety near transmission lines. (*City of Sacramento, General Plan Background Report (November 2020), pp. 4-59*)

6.12.C Study Area Level of Service Improvements

The ASI project site currently consists of undeveloped, vacant land and does not require energy services. Upon buildout of the ASI project, both SMUD’s electric infrastructure and PG&E’s natural gas service lines will be extended to the site from adjacent development areas.

6.12.D Determinations

Based on the information above, the following determinations can be made:

- SMUD provides electrical service to the City of Sacramento and most of Sacramento County, with electricity sourced from a combination of hydroelectric, thermal (natural gas), wind, and solar resources.
- PG&E supplies natural gas to the Sacramento area. During the winter, most natural gas is imported from Canada, and the balance is supplied from production wells in California.
- The City of Sacramento implements local regulations and programs that are designed to conserve energy, incorporate sustainable, green building practices into new construction, and to achieve zero net energy consumption in new construction by the year 2030.

7. Financial Ability to Provide Services

7.1 OVERVIEW

The purpose of this sub-section is to determine the feasibility for the City of Sacramento, and SacSewer to provide municipal services to the Airport South Industrial (ASI) project and Sphere of Influence (SOI) expansion area. As noted throughout Section 6 of this MSR, the City and other public agencies currently have financing mechanisms and policies in place to fund public facilities and services. Generally, new development is responsible for funding required public facilities and services through assessments, fees, user fees, and General Fund allotments. In some instances, other funding mechanisms are utilized to augment available revenues, such as Community Facilities Districts (CFDs) which can be used for capital improvements, maintenance, and other governmental services.

The City of Sacramento, and SacSewer adopt their operating budgets annually. Each budget is a technical document and includes information regarding department operations and estimated expenses and revenues. The City's budget also includes a forecast that outlines anticipated expenditures and revenues of all revenue sources over a 5-year horizon, as well as detailed information on Citywide staffing, revenue estimates, and proposed expenditures for governmental, enterprise, and special revenue funds. SacSewer's budget outlines monthly operating fund expenditures and revenues, including current project design/construction costs as well as lifetime operation and maintenance costs. SacSewer's budget includes operational costs and revenues and the percentage shifts between current budgeting and the previous budget cycle.

7.2 CITY FUNDS AND REVENUE SOURCES

The City's accounting system utilizes separate funds to demonstrate compliance with finance-related legal requirements. Discrete funds have been established to account for specific activities in accordance with applicable regulations, restrictions, or limitations. Several types of funds are maintained by the City, each with different functions and revenue sources. Revenue for each fund is generated by a combination of taxes, licenses and permits, and service fees.

7.2.A Governmental Funds

Governmental funds are primarily generated through by taxes, licenses and permit fees, and other charges and fees for services. Revenues for this fund are used for most of the City's basic services and are organized into the following categories:

- **General Fund.** The General Fund is the City's primary operating fund and accounts for most of the City's financial resources. It is used for general governmental services including the offices of the City Attorney, City Auditor, City Clerk, City Manager, and City Treasurer; City Council; Fire; Police; Youth, Parks, and Community Enrichment; and other support and operating departments. Revenue sources include taxes, licenses, permits, fees, fines, intergovernmental revenues, and charges for services, special assessments, interest income, and other discretionary resources. Additionally, an "economic uncertainty reserve" (EUR) fund was established in 2016 to better enable the City to manage the potential negative impacts from economic fluctuations that affect General Fund revenues. The EUR requires a minimum reserve level equal to 10% of annual General Fund revenues and a target reserve level equal to two months of regular ongoing General Fund expenditures.
- **Measure U Fund.** The Measure U Fund was originally approved by voters in 2012 to generate revenues from a half-cent transactions and use tax. And in 2018, voters approved a change to Measure U that increased the tax to one cent. Because Measure U was approved as a general tax, this revenue source can be used for any general governmental purpose. The Measure U Fund is also subject to the EUR requirement that is applied to the General Fund.

For the 2022/23 fiscal year, combined revenue from General and Measure U Funds is estimated to be nearly \$743.1 million. (*City of Sacramento, FY2022/23 Approved Budget, p. 105*)

7.2.B Other Governmental Funds

There are several types of Other Governmental Funds maintained by the City. These include:

- **Special Revenue Funds.** These are used to account for specific revenue sources that are restricted or are committed to specified expenditures. These funds are generally required by statute, charter, or ordinance to finance specific governmental functions.
- **Debt Service Funds.** These are used to account for financial resources that are restricted, committed, or assigned to expenditure for principal and interest, or that are being accumulated for principal and interest maturing in future years.
- **Capital Projects Funds.** These are used to account for financial resources that are restricted, committed, or assigned to expenditure for governmental capital assets.

For the 2022/23 fiscal year, revenue from Other Governmental Funds is estimated to be approximately \$138.1 million. (*City of Sacramento, FY2022/23 Approved Budget, June 2022, p. 105*)

7.2.C Proprietary Funds

Proprietary funds providing accounting for services where customer fees are utilized to finance operational costs. The City maintains two types of proprietary funds, as summarized below.

Enterprise Funds

Enterprise funds refer to revenues from programs and services that are operated similar to transactional business-type activities. The City maintains several enterprise funds to account for services that are rendered on a fee basis. These include:

- **Community Center Fund.** This fund accounts for the operation and maintenance of the City's Convention Center Complex, including the Convention Center Theater, Memorial Auditorium, and the Community Center.
- **Parking Fund.** This fund accounts for the operation and maintenance of the City's parking garages and surface parking lots.
- **Solid Waste Fund.** This fund accounts for the collection and disposal of refuse throughout the City.
- **Storm Drainage Fund.** This fund accounts for the operation and maintenance of the City's surface storm water drainage infrastructure.
- **Wastewater Fund.** This fund accounts for the operation and maintenance of the City's wastewater system.
- **Water Fund.** This fund accounts for the operation and maintenance of the City's water treatment plants and associated and transmission and distribution systems.

For the 2022/23 fiscal year, revenue from Enterprise Funds is estimated to be approximately \$373.4 million. (*City of Sacramento, FY2022/23 Approved Budget, June 2022, p. 105*)

Internal Service Funds

The City maintains several types of Internal Service Funds, which are also referred to as the City's Fleet Fund and Risk Management Fund. These funds account for various activities and/or services that are delivered by one department to another department on a cost reimbursement basis. For the 2022/23 fiscal year, revenue from Internal Service Funds is estimated to be nearly \$121.6 million. (*City of Sacramento, FY2022/23 Approved Budget, June 2022, p. 105*)

7.2.D Fiduciary Funds

Fiduciary funds account for activities that most closely resemble not-for-profit organizations, including trusts and agency activities. This includes funds where the City is identified as:

- The trustee, or fiduciary, for its closed Sacramento City Employees' Retirement System pension plan;
- Responsible for other assets, held on behalf of investors, in the City's investment pool and individual investment accounts;
- Responsible for the assets received by the Successor Agency from the City's former Assembly Bill X1 26 which dissolved redevelopment agencies in California; or
- The agent for bonded assessment and Community Facilities Districts and responsible for ensuring the assets reported in these funds are used for their intended purposes.

(*City of Sacramento, FY2022/23 Approved Budget, June 2022, p. 45*)

7.3 CITY OPERATING BUDGET

For fiscal year 2022/2023, the City's Operating and Capital Improvement Program (CIP) Budgets was approved for \$1.45 billion from all funding sources and authorizes 4,992.4 full-time equivalent (FTE) staffing positions. This includes \$742 million from the City's General and Measure U Funds for operations and capital projects, as well as \$708 million from the City's enterprise and other fund activities for operations and capital projects. (*City of Sacramento, FY2022/23 Approved Budget, June 2022, p. 24*)

7.4 CITY CAPITAL IMPROVEMENT PROGRAMS

Capital improvements are major projects or programs undertaken by the City in order to improve, preserve, enhance, or modernize its delivery of municipal services. The City's Capital Improvement Program (CIP) is the City's five-year financial plan that outlines its financial strategy to achieve identified infrastructure and facility needs. It reflects the City Council's adopted policies and it incorporates identified priorities for parks and recreation facilities and programming, transportation plans, utility master plans, and deferred maintenance.

The CIP, adopted annually with a rolling five-year sunset date, identifies current and future fiscal requirements and is the basis for determining annual capital budget expenditures. The five-year CIP identifies 134 projects with estimated total funding of \$420.5 million. For the 2022/23 fiscal year, the CIP includes \$120.8 million in funding for 123 projects or programs. The CIP's primary goals are to adhere to Federal, State, and local mandates/laws and to strategically leverage resources to maintain or improve the City's assets. (*City of Sacramento, Capital Improvement Program 2022-2027, July 2022, p. 5*)

The CIP includes several types of programs to fund various Citywide goals and initiatives. Funding for each program is derived from multiple revenue sources, as identified previously in this section. The CIP is organized into the following programs:

- **General Government Program.** This program focuses on preservation of existing facilities and a continued implementation of "green building" programs and sustainable practices. It is divided into major subprograms, including: City Facilities; Fee and Charge Supported; Fleet Management; Information Technology; and Libraries. (*City of Sacramento, Capital Improvement Program 2022-2027, July 2022, pp. D-1*)
- **Public Safety.** This program establishes and supports capital projects to help ensure that both fire and police operational facilities maintain efficient, safe, and effective operations. This program focuses resources toward programs that have ongoing funding requirements necessary to address repairs, replacement, and upgrades to the City's public safety infrastructure. (*City of Sacramento, Capital Improvement Program 2022-2027, July 2022, pp. E-1*)
- **Convention, Culture, and Leisure.** This program focuses on the City's cultural features with the intent to deliver accessible arts, leisure, and educational experiences that enhance the City's quality of life. Resources are used to help create a vibrant metropolitan region by providing exceptional cultural, artistic, and leisure opportunities. (*City of Sacramento, Capital Improvement Program 2022-2027, July 2022, pp. F-1*)
- **Parks and Recreation.** This program provides resources to provide and maintain recreational facilities, and to preserve open space areas. It focuses on improving the quality of life through a robust park system and emphasizes renovation and rehabilitation of the City's aging park amenities. (*City of Sacramento, Capital Improvement Program 2022-2027, July 2022, pp. G-1*)
- **Transportation.** This program focuses on the maintenance of, and upgrades to, the City's aging transportation network. This includes facilities that serve automobiles, trucks, buses, trains, bikes, pedestrians, and scooters for users of all modes and abilities. Resources to maintain and improve the transportation network come from a variety of sources, primarily the countywide transportation sales tax, state gas taxes, federal and state funding, and special fees and taxes. The Transportation Program is divided into several sub-programs including: Active transportation systems for pedestrians, bikeways, lighting, and streetscape improvements; Bridges requiring replacement or rehabilitation; Major transportation improvements such as roadway construction; Parking facility maintenance and upgrades; Public rights-of-way accessibility for the installation of improvements that enhance accessibility; Maintenance projects for roadway and bikeway rehabilitation; and Traffic operations and safety to provide safety improvements, traffic calming, active transportation safety, and major streetlight replacement. (*City of Sacramento, Capital Improvement Program 2022-2027, July 2022, pp. H-1, 2*)
- **City Utilities.** This program focuses on capital improvements that provide and maintain municipal services and facilities that benefit the community, promote sustainability, enhance livability, and expand economic development. It utilizes an asset management process to prioritize utility rehabilitation and replacement needs based on information collected through various Citywide sources. The program is divided into several sub-programs, including: Water; Wastewater, Storm Drainage; and Recycling and Solid Waste. (*City of Sacramento, Capital Improvement Program 2022-2027, July 2022, pp. I-1*)

7.5 SACSEWER REVENUES, BUDGET & IMPROVEMENTS

Revenue generation for SacSewer is derived from multiple sources, including monthly service charges, sewer impact fees for development, and cash interest earned. Anticipated revenues are utilized to determine appropriate operating budgets for each agency. Prior to the Sacramento Regional County Sanitation District (Regional San) and Sacramento Area Sewer District consolidation that went into effect as of January 1, 2024, for the Fiscal Year 2022/2023, Regional San approved a balanced operating budget totaling approximately \$157.4 million and SacSewer approved a budget of approximately \$93.6 million. The budget for SacSewer is utilized to fund system upgrades, treatment plant operations, infrastructure/system maintenance, support services, and debt service. These operating budgets are also used to fund salaries, benefits, supplies, assistance programs, and contingency funds, with undesignated cash reserves anticipated.

7.6 PUBLIC FACILITIES FINANCING PLAN

A draft Public Facilities Finance Plan (PFFP) has been prepared for the Airport South Industrial project. It provides an overview of the project's development approach and financing strategies for backbone infrastructure, public facilities, and various developer obligations. The PFFP also identifies the estimated cost of facilities and identifies funding sources to pay for them. The PFFP provides financing strategies for all municipal facilities and services needed to serve the project, as summarized below:

- **Backbone Infrastructure.** This consists of many essential public service-based infrastructure improvements, including roadways and underground utilities, such as storm drainage, sanitary sewer, and water systems.
- **Public Facilities.** This consists of transit facilities, such as light rail stations, library and community center facilities, parks and recreation facilities, open space areas, public parking facilities, schools, and public safety services, such as Police and Fire.
- **Other Developer Obligations.** This consists of other amenities or elements of community benefit that would be required of a developer through project buildout.

The PFFP identifies preliminary funding sources to offset the costs for the facilities and services outlined above based on City policies. Additionally, the PFFP includes phasing information for the construction timing of required facilities and services and addresses how the City's policy framework will be applied to fund all improvements and services.

The PFFP includes estimated costs and funding sources for development of the Airport South Industrial project, which are summarized in the table below.

Table 11: PFFP Cost and Funding Summary

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**Table 1-3
 Airport South Industrial Public Facilities Finance Plan
 Backbone Infrastructure and Public Facilities Costs and Sources of Funding (2024\$)**

Item	Estimated Cost [1] [2]	Proposed ASI Plan Area Fees		Funding Sources				ASI Fee Program Reimbursements
		Backbone Infrastructure DA Fee [3]	Public Land Acquisition DA Fee	City Fee Programs	SacSewer	Natomas Unified School District Fee Program	Private Developer	Metro Air Park Financing Plan (Sac County) [3]
Backbone Infrastructure								
Roadways	\$32,260,599	\$32,260,599	-	-	-	-	-	\$1,495,808
Sewer	\$16,835,648	\$1,383,527	-	-	\$12,451,745	-	\$3,000,375	-
Water	\$5,701,189	\$1,365,660	-	\$1,778,629	-	-	\$2,556,900	-
Storm Drainage	\$31,113,504	\$6,356,300	-	-	-	-	\$24,757,205	-
Subtotal	\$85,910,940	\$41,366,086	-	\$1,778,629	\$12,451,745	-	\$30,314,480	\$1,495,808
Public Facilities								
Parks	\$1,285,577	-	-	\$1,285,577	-	-	-	-
Schools	\$4,460,386	-	-	-	-	\$4,460,386	-	-
Public Land (Sewer and Drainage Pump Stations)	\$674,550	-	\$674,550	-	-	-	-	-
Subtotal	\$6,420,513	-	\$674,550	\$1,285,577	-	\$4,460,386	-	-
Total	\$92,331,452	\$41,366,086	\$674,550	\$3,064,206	\$12,451,745	\$4,460,386	\$30,314,480	\$1,495,808

Source: City of Sacramento; Wood Rodgers, Inc.; EPS

[1] See Table 1-4 for more detail on backbone infrastructure costs. See Table 3-1 for public land cost calculation. Parks and schools costs calculated as revenue generated through City and school district fee programs (see Table B-1).

[2] Roadway cost includes ASI construction obligations for regional roadways for which ASI and other benefiting projects have a fair share obligation. The total estimated cost includes ASI's fair share as well as the portion attributable to other benefiting projects (i.e. Metro Air Park). Future reimbursements from Metro Air Park to the ASI Fee have been identified based on deduction of the ASI fair share percentage. For the fair share calculations, see the detailed roadway summary (Table 2) in Appendix A).

[3] The proposed ASI plan area fee program includes the construction obligation for ASI's regional roadway costs as well as regional roadway costs that are reimbursable from the Metro Air Park (MAP) plan area fee program. These costs are included in the proposed ASI fee program because they are triggered very late in the MAP fee program and may not be reimbursed to the ASI fee program for many years.

As shown in the table above, the various funding sources derived from development of the ASI project are sufficient to cover costs of backbone infrastructure, public facilities, and other developer obligations.

7.7 DETERMINATIONS

Based on the information above, the following determinations can be made:

- City revenues are derived from a variety of sources that are allocated to different types of funds for different services. These include ongoing revenues, such as those from the Measure U sales tax, and fees derived from programs and services provided by the City.
- For fiscal year 2022/23, the City Council approved a balanced budget of \$1.45 billion, which includes revenues from utility sales for its enterprise services such as water, wastewater, electricity, and solid waste.
- The City adopts an annual Capital Improvement Program that identifies projects and funding strategies for a five-year future timeline. The five-year CIP estimates a total funding of \$420.5 million for capital projects. For the 2022/23 fiscal year, the CIP includes \$120.8 million in funding for projects or programs.
- SacSewer generates ongoing revenue from a variety of sources, including service charges, sewer impact fees, and cash interest earned.
- Prior to the Sacramento Regional County Sanitation District (Regional San) and Sacramento Area Sewer District consolidation that went into effect as of January 1, 2024, for the Fiscal Year 2022/2023, Regional

San and SacSewer approved balanced budgets totaling approximately \$157.4 million and \$93.6 million, respectively, which are utilized to fund system upgrades, infrastructure operation and maintenance, staff salaries, and other needs.

- A Public Facilities Financing Plan (PFFP) was prepared for the Airport South Industrial project, which identifies all backbone infrastructure improvements, public facilities, and associated administrative costs for project buildout. The PFFP includes financing strategies and measures to fund, or offset the cost of, extension of the City's municipal services to the proposed SOI expansion area.

8. Shared Facilities

The purpose of this section is to assess the status of, and opportunities for, shared facilities or services between the City and Sacramento County or other agencies, cities, and/or special districts, including opportunities for cost savings through the reduction/elimination of redundancies. The intent is that, by sharing resources, the costs to provide municipal services can be reduced in order to realize increased operational efficiencies. As the City of Sacramento, and SacSewer expand their respective Spheres of Influence and annex land into their respective service boundaries, the City will become the lead provider of municipal services, thereby shifting the responsibilities away from the County and various special districts that currently provide services to unincorporated areas. This transfer will prevent the duplication of services and will minimize unnecessary costs. The entities providing wastewater collection and treatment services for the City and/or County would not change, however the service area boundary for SacSewer would be expanded to extend this service capability to the project site. As noted below, some public agencies currently share facilities and resources with the City, while other opportunities are being explored to share resources and reduce costs.

8.1 WASTEWATER COLLECTION AND TREATMENT

SacSewer provides wastewater collection and treatment services for several public agencies and districts. This includes service to the City of Sacramento, the City of Folsom, The City of Rancho Cordova, the City of Elk Grove, the City of West Sacramento, and the City of Citrus Heights. All of these entities benefit from the the formation of SacSewer through the cost and administrative benefits of sharing one regional network and wastewater treatment facility, rather than each agency/district operating its own treatment plant(s) and major conveyance facilities. In this manner, wastewater services are more efficient, and costs are shared among larger populations who benefit.

The agency has a Master Interagency Agreement with other agencies regarding wastewater management. The facilities are already being shared across multiple agencies and jurisdictions. SacSewer provides services to unincorporated areas of Sacramento County, the cities of Citrus Heights, Elk Grove, Rancho Cordova, as well as portions of the cities of Folsom and Sacramento. The Sacramento Regional Wastewater Treatment Plant (SWTP) provides wastewater treatment services for SacSewer, the City of Folsom, and the City of Sacramento.

8.2 FLOOD CONTROL

Reclamation District 1000 (RD 1000) is one of the five contributing joint powers of the Sacramento Area Flood Control Agency (SAFCA). SAFCA was formed through a joint exercise of powers agreement, between the City of Sacramento, Sacramento County, Sutter County, the American River Flood Control District, and RD 1000. The member agencies work together towards providing flood protection to the entire area. Information is shared across the member agencies, as they are working towards the same protection.

Two RD 1000 board members serve as board members of SAFCA. RD 1000 has a mutual aid agreement with the County. During flood emergencies, the agencies share equipment, materials, and labor. RD 1000 also maintains a mutual aid agreement with the City of Sacramento.

8.3 LIBRARY SERVICES

The libraries in the cities and County of Sacramento are functionally consolidated into a single system. The Sacramento Public Library (SPL) is a joint powers agency between the cities of Sacramento, Citrus Heights, Elk Grove, Galt, Isleton, Rancho Cordova, and the County of Sacramento. SPL serves residents of these cities and throughout unincorporated Sacramento County. The SPL Authority works closely with other agencies and partners with them to provide efficient library services.

The North Natomas Library Branch is located on the campus of Inderkum High School and serves the High School, the Natomas Center of American River College, and the North Natomas community. The South Natomas Library Branch was built in conjunction with the Natomas Community Center in a residential development and services the North and South Natomas community. In addition, the two Natomas libraries have been constructed with expansion potential, allowing the facilities to be easily expanded according to future demand.

8.4 PUBLIC SAFETY SERVICES

The City of Sacramento's Police and Fire departments both operate their headquarter facilities from the Public Safety Center, located at 5770 Freeport Boulevard. This shared facility is consistent with existing General Plan policy that requires the City to seek to co-locate the City's facilities, such as police and fire stations, to promote efficient use of space. As such, the Public Safety Center was designed to be shared by both departments in order to reduce costs and increase operational efficiencies for both Police and Fire services. The City also maintains various mutual aid agreements with other regional public safety service providers. This includes the City and County's inter-agency agreements for emergency dispatch. Additionally, all of the Sacramento County fire agencies (Sacramento Fire Department, Sacramento Metro Fire District, Sacramento International Airport Fire, Cosumnes Fire District, and the Folsom Fire Department) share an automatic aid agreement that allows response from the closest fire unit regardless of jurisdiction.

City of Sacramento General Plan. The City's 2040 General Plan contains policies and implementation measures relevant to public safety/community facilities. Applicable policies are summarized below:

- **LUP-2.8 Co-Location of Community Facilities.** The City shall promote the co-location of parks, schools, police and fire facilities, health services, and other community facilities to support community interaction, enhance neighborhood identity, and leverage limited resources. The integration of these uses into commercial, office, and mixed commercial residential structures should be encouraged.

8.5 DETERMINATIONS

Based on the information above, the following determination can be made:

- The City cooperatively partners with other agencies and special districts to provide a comprehensive level of municipal services for the City, which includes several types of shared resources and facilities.
- Additionally, SacSewer provides a comprehensive level of wastewater collection and treatment services to public jurisdictions throughout the Sacramento region, which constitutes a shared service that intentionally reduces service redundancies.

9. Government Structure and Accountability

The purpose of this section is to examine the organizational structure for the City of Sacramento, and SacSewer, their community service needs, and operational efficiencies, including an accountability assessment of each agency's transparency regarding its processes.

9.1 CITY GOVERNMENT STRUCTURE

The City of Sacramento is a charter City and was founded in 1849. It is the oldest incorporated City in the State of California. The City operates under a Council-Manager form of government and provides a comprehensive array of municipal services. These include public safety, streets, sanitation, culture, recreation, public improvements, planning and zoning, general administrative services, drainage and water utilities, transportation, and animal care.

9.1.A Mayor and City Council

The Mayor and City Council (City Council) is the highest governing and policy-making body for the City of Sacramento. This legislative body is comprised of eight District representatives, plus an elected Mayor that presides over Council meetings. Each Council member must be a registered voter and live in the District they represent. Elected members serve 4-year terms and elections are staggered every two years in even numbered years. There is no limit to the number of terms the Mayor or Council members may serve.

The City Council's primary goal is to govern the City in a manner that is financially sound and is responsive to the needs and concerns of City residents. They are responsible for passing City ordinances, providing administrative direction and authority through adoption of Resolutions, approving new programs, and approving the annual budget. In addition, the City Council acts as the City's Financing Authority, Housing Authority, Public Financing Authority, and Redevelopment Agency Successor Agency. They are also responsible for appointing key staffing positions including the City Manager, City Attorney, City Auditor, City Clerk, and City Treasurer, as well as the Director of the Office of Public Safety Accountability. (*City of Sacramento, FY2022/23 Approved Budget, June 2022, p. 136*) Upon approval of the SOI expansion area, the ASI project site would be incorporated into City Council District 1.

9.1.B City Manager

Sacramento's City Manager is the Chief Executive Officer of the City and is responsible for the leadership and direction of all operations, programs, and services, per City Charter. The City Manager facilitates the implementation of Council's policies and priorities, provides policy recommendations to the Council concerning the annual budget, future needs of the City, and oversight of all City Departments. The City Manager's office manages a wide-range of high-profile programs that handle issue-specific needs including: Innovation and Economic Development, Media and Communications, Cannabis Management, Government Affairs, Emergency Management, Youth Development, Diversity and Equity, Performance Management, and Climate Action and Sustainability. (*City of Sacramento, FY2022/23 Approved Budget, p. 164*)

The City Manager is also responsible for enforcing all laws and ordinances, coordinating all municipal programs and services, participating in City Council meetings without the right to vote, and informing the City Council regarding the City's operations and finances.

9.1.C Planning and Design Commission

The Planning and Design Commission functions as the City's first reviewing authority on land use decisions. It is comprised of nine members that are appointed by the City Council. The City's Subdivision and Zoning Ordinances (Titles 16 and 17) grant the Planning and Design Commission the authority to approve, conditionally approve, or deny variances, special permits, and development plan reviews; approve, conditionally approve, or deny Tentative Maps for subdivisions of five or more parcels, except for "Vesting Tentative Maps." The

Commission also serves in an advisory role to the City Council regarding other planning matters including General Plan and Community Plan Amendments, Rezoning, Development Agreements, Planned Unit Development Permits, and Vesting Tentative Map applications.

9.1.D Advisory Commissions and Committees

The City’s governmental structure also includes over 30 other Commissions and Committees that function as advisory legislative bodies to the City Council. Of these, some key legislative bodies relating to the City’s governance and development structure include the Budget and Audit Committee, Law and Legislation Committee, Water Committee, Active Transportation Commission, Administration, Investment, & Fiscal Management Board, Measure U Community Advisory Committee, Parks and Community Enrichment Commission, Sacramento Community Police Review Commission, Sacramento Library Authority, and Utilities Rate Advisory Commission. Each advisory Commission and Committee has a specific purpose and focuses on matters within its purview, and collectively, these bodies provide recommendations to the City Council in consideration of new programs, policies, and initiatives.

9.2 CITY COMMUNITY SERVICE NEEDS & STAFFING LEVELS

Upon approval of the SOI expansion area, the ASI project would require municipal services from the City of Sacramento and other responsible Districts. This includes services for utility and flood control systems, roadways, animal care, code enforcement, public safety, solid waste, parks and recreation, and libraries. As noted in Section 6, service providers have been identified and are available to serve the ASI project.

The City’s annual budget outlines the approved staffing levels for each department. Staffing levels are reviewed annually to ensure that staffing levels and funding are aligned with the City Council’s priorities. For the 2021/22 fiscal year, the approved budget provided funding for approximately 4,891 positions, an increase of 8 positions from the year prior, as summarized in the table below.

Table 12: Approved Staffing for Fiscal Year 2022/23

Department	Approved Staffing
Mayor/Council	37.00
City Auditor	10.00
City Attorney	62.00
City Clerk	24.00
City Manager	70.00
City Treasurer	14.00
Community Development	315.00
Community Response	38.00
Convention and Cultural Services	123.00
Finance	93.90
Fire	729.50
Human Resources	83.00
Information Technology	201.50
Police	1128.96
Public Works	766.15
Utilities	572.90
Youth, Parks, and Community Enrichment	716.53
Citywide and Community Support	7.00
TOTAL	4,992.44

(City of Sacramento, FY2022/23 Approved Budget, p. 300)

9.3 CITY & SACSEWER OPERATIONAL EFFICIENCIES

City of Sacramento

As development occurs within the City's annexation areas, the need for additional staffing, facilities, maintenance, and equipment increases. Both the City's expanding budget and the rate increases proposed for various City services reflect the City's growth and its aging infrastructure. The City's annual budget outlines each department's mission, current fiscal year objectives, and prior year's accomplishments. Additionally, department-specific performance measures are summarized and past year data is detailed.

The City's budget reflects the City Council's priorities for public safety, economic development, culture and entertainment, sustainability and livability, and safe and affordable housing. Because the City follows a sustainable budget framework, yearly fiscal management activities include a comprehensive and continuous evaluation of spending priorities.

In the City's approved 2022/23 Budget, each department identified various efficiencies that are being implemented to optimize operations and reduce costs. These include:

- **Mayor and City Council:** Utilized the 311 system and integrated constituent management system to support constituents in tracking neighborhood complaints and requests for service. (*City of Sacramento, FY2022/23 Approved Budget, p. 137*)
- **City Attorney:** 1) Continued to pursue the highest and best use of internal space within the suite by converting spaces previously used for office equipment and supplies for use by staff; 2) Reviewed and adjusted operating costs associated with in-person staffing, suspended charges such as monthly parking, and adjusted equipment leases to save money during office telecommute; 3) Arranged immediate availability of personal testing kits to provide for fast testing of any staff exposed to COVID-19 to ensure safety and maximum availability of staff; and 4) Incorporated the current COVID-19-related protocols into office policies and practices in preparation for return-to-work in city spaces. (*City of Sacramento, FY2022/23 Approved Budget, June 2022, pp. 146-147*)
- **City Auditor:** 1) Continued agreement with Missionmark to explore the potential for development audit software that will streamline internal audit processes and reduce processing time; 2) Developed an online Whistleblower Hotline Dashboard that provides the public with interactive information on the status of whistleblower investigations; 3) Managed the online Recommendation Follow-Up Dashboard that provides the public with interactive information on the status of audit recommendations; and 4) Managed the online Gender and Ethnic Diversity Dashboard that provides the public with interactive data on the gender and ethnic composition of City employees. (*City of Sacramento, FY2022/23 Approved Budget, pp. 153-154*)
- **City Clerk:** 1) Continued the review of operations in the City Clerk's Office and Offices of the Mayor and Council for implementation of "best practices" for a more efficient workflow and accurate deliverables; 2) Continued utilization of the Citywide Content Management System for records management; 3) Provided training opportunities to City staff to maintain institutional knowledge and provided training on new policy and legal requirements to ensure compliance; 4) Continued evaluation and implementation of new and existing information technology tools to achieve sustainable services, increase transparency, and provide new records and data to the public with an emphasis on virtual access; and 5) Utilized Microsoft Teams for better collaboration and accountability between both in office and remote workers. (*City of Sacramento, FY2022/23 Approved Budget, p. 159*)
- **City Treasurer:** 1) Automated the daily cash flow process that links the City and banking data in real-time, thus improving accuracy and efficiencies; 2) Streamlined trade processing and implemented new reconciliation methods and procedures to ensure validity and reliability of investment records; and 3) Utilized a third-party consultant to proactively monitor on an ongoing basis the credit ratings and outlook of outstanding bonds, thereby freeing up City staff to focus on other debt management-related responsibilities. (*City of Sacramento, FY2022/23 Approved Budget, pp. 174-175*)
- **Community Development:** 1) The Building Division implemented automated status update emails to keep customers informed during the plan review process; 2) The Planning Division launched a new website called Agency Counter to inform the public of pending planning applications, which includes automatic emails when a new application is filed with the City; 3) The Front Street Shelter continues to offer services with or

without an appointment, which leads to decreased wait times and improved customer service; and 4) The Front Street Shelter outsourced its pet licensing program to increase efficiencies, increase revenue, and offer better customer service for pet owners. (*City of Sacramento, FY2022/23 Approved Budget, pp. 181-182*)

- **Community Response:** 1) The Office of Homelessness Services (OHS) has improved the functionality of the Motel Voucher Programs (MVP) and developed an improved method of tracking Federal Emergency Management Agency (FEMA) eligibility amongst guests in the program, allowing it to maximize reimbursable costs associated with the program. Additionally, OHS was able to secure an additional hotel in the City, providing a wider network in the community to serve families and individuals in Non-Congregate shelter; 2) In May 2021, OHS re-engaged contracted Emergency Shelter providers in regular site visits, increasing support, and maximizing efficient oversight of funded programs; 3) Successfully implemented a 311 alternative response model. Calls for services are dispatched via the City's 311 system; and 4) Contracted with Forensiclean to provide cleanup services throughout the City. (*City of Sacramento, FY2022/23 Approved Budget, pp. 189-190*)
- **Convention and Cultural Services:** 1) The cold storage vault for the Center for Sacramento History was completed in January 2022. Two films in the City's series on the History of Racism in Sacramento were completed with two more in production to be completed by June 2022; 2) OAC transitioned its longstanding Any Given Child program to the Sacramento County Office of Education. The new partnership ensures the potential of expansion of that program throughout the county, while also freeing up staff time to refocus OAC's work in the education space at a more strategic level; 3) The SAFE Credit Union Convention & Performing Arts District implemented 24/7 software to track equipment and maintenance work completed; 4) The Memorial Auditorium boilers' refractories were repaired in-house by the department's engineering team, resulting in a savings of \$750,000 to the Community Center Fund; and 5) The Zoo has maintained many of the process improvements implemented in response to the pandemic, including encouraging touchless online advanced ticket sales, enhanced cleaning and safety protocols, and streamlined menu options at the Kampala Café. In addition, in FY2021/22, the Zoo transitioned from an outsourced security contractor to an in-house security team, which both improves performance and reduces costs. (*City of Sacramento, FY2022/23 Approved Budget, p. 199*)
- **Finance:** 1) Implemented Automated Clearing House (ACH) payments with City vendors to reduce printing and processing time, improve productivity by automating a manual process, and realize cost savings by reducing check processing; 2) Added e-check payment capability which allows more businesses to pay taxes electronically; 3) Explored ways to optimize the use of districts and finance plans to build priority public improvements, fund services, and encourage private investment in the City; 4) Streamlined internal procurement processes and procedures using best practices to eliminate redundancies, increase staff effectiveness, and improve transparency; and 5) Worked with the City Treasurer to establish, implement, and streamline a wire transfer process for City department requests. (*City of Sacramento, FY2022/23 Approved Budget, pp. 209-210*)
- **Fire:** 1) Continued the use of the Emergency Vehicle Operator Course (EVOC) which provides the necessary knowledge and skill development for the safe operation of department apparatus; 2) The Fire Prevention Division is now using video technology to conduct virtual inspections; 3) The Department successfully launched a Youth Academy in October 2021 with 25 participants; 4) DOR Division launched a two-day fire camp for 33 high school girls, increasing the number of girls allowed to participate; and 5) Continued evaluations of the Emergency Medical Services (EMS) Division to determine cost effective measures that will provide proper service to the community. (*City of Sacramento, FY2022/23 Approved Budget, p. 217*)
- **Human Resources:** 1) Significantly revamped the recruitment, selection, and written examination processes, reducing the recruitment timeline by five to seven weeks; 2) Transitioned employment related medical exam scheduling to most departments, to streamline the process; 3) Completed annual open enrollment for employees and retirees using all web-based solutions; 4) Implemented ePARs for pay-rate changes (step and accelerated increases) and termination PARs; and 5) Workers' Compensation Unit implemented the paperless initiative to improve efficiencies, protect City Employees' personally identifiable information, cut down on the cost of postage and paper and strive for improved environmental sustainability. (*City of Sacramento, FY2022/23 Approved Budget, pp. 225-226*)

- **Information Technology:** 1) Implemented a Natural Language Interactive Voice Recognition (IVR) system for 311, allowing callers to speak and receive services without having to wait to speak to a 311 agent; 2) Automated hundreds of business processes throughout City departments; 3) Implemented internal efficiency processes such as the online Personnel Action Request process for hire and re-hire actions and other workflow based online processes that resulted in faster processing, more accurate information, and audit capabilities for improved transparency; and 4) The Department is committed to continuous improvement to reduce energy consumption and support the City's green initiatives. (*City of Sacramento, FY2022/23 Approved Budget, pp. 233-234*)
- **Police:** 1) Continued to evaluate and implement improvements to the hiring process, including implementation of the eSOPH backgrounds management system which is a cloud-based software system designed to efficiently process in-depth pre-employment background investigations; 2) The Department has worked collaboratively with the City and contractors to create promotional and hiring exams that are both gender and race neutral in alignment with the City's Workforce Equity Goals. Additionally, the hiring process has been converted to "blind applications" to ensure that biases are minimized or eliminated in the hiring and promotional process; 3) Continued to build upon the existing Administrative Services Division which among other units, includes the Professional Standards Unit, the Inspections and Standards Team and the Video Redaction Team; 4) The Department continues to expand and integrate the use of emerging technologies such as Police Observation Devices (PODs), Unmanned Aerial Systems (UAS), and the Real Time Crime Center (RTCC); and 5) Continued to work diligently to redact and release video, audio, and other records related to incidents which fall under the release requirements mandated by State laws. (*City of Sacramento, FY2022/23 Approved Budget, pp. 242-243*)
- **Public Works:** 1) The CNG station, partially funded through a Sacramento Air Quality Management District grant, will increase fueling efficiency time and costs for the City's waste collection fleet; 2) The City Hall Garage was re-opened after a fire to support the parking needs of surrounding businesses and employment centers; and 3) The Parking Division developed an online service and payment portal for purchases of discounted Commuter Special parking. This provided local employees a flexible and contactless option to pay and plan for their parking needs ahead of time. (*City of Sacramento, FY2022/23 Approved Budget, p. 254*)
- **Utilities:** 1) Issued a Notice of Preparation for both the Groundwater Replacement and Water+ programs, both of which will provide future water supply projects for the City's groundwater and surface water supplies; 2) Substantially reduced overtime usage without impacting service levels by moving to a four day/week schedule for routine distribution system water quality monitoring; 3) Implemented over 78% of audit recommendations from audits conducted by the City Auditor's Office related to labor, inventory, safety, and fleet; 4) Created a Water Policy & Regional Planning section within Engineering and Water Resources to align strategic goals supporting the City's water rights and supply priorities with water use efficiency goals; 5) Improved the timeliness of vendor payments by creating a business intelligence dashboard, allowing for automated monitoring of pending invoices; and 6) Installed a secure and permanent power source in the Pocket Canal for canal aeration that reduced costs for daily fueling and delivery of portable generators. (*City of Sacramento, FY2022/23 Approved Budget, pp. 264-265*)
- **Youth, Parks, & Community Enrichment:** 1) The recently adopted Parks Plan 2040 addresses the City's commitment to Equity and Health within the park and recreation system. 2) Community Enrichment Division developed and implemented several organizational efficiencies to support internal and external customer service and communications; 3) Community Centers mobilized staffing and resources to continue serving the community through the pandemic with great success, providing critical community resources and services including year-round COVID-19 vaccine clinics in partnership with Sacramento County and UC Davis Health, administering more than 15,000 doses, and emergency response support through activation of clean air, warming and cooling centers; 4) Addressed deferred maintenance issues at several pools including the completion and initiation of resurfacing projects to support safe reopening and operations, and the installation of the Clunie pool's heater and facility updates to allow extended season aquatics safety program opportunities; 5) With the onset of the pandemic, YPCE mobilized staffing and resources to continue serving the community with great success, including the development and implementation of an online virtual activities and resources page to engage and serve people of all ages and abilities, meal

service and food distribution for thousands of youths, seniors, and underserved families, and face covering distribution for independent businesses across Sacramento; and 6) YPCE partnered with Geographic Information Systems (GIS) team to map park amenities and land uses. GIS applications provide Department, City staff and the public a method to easily access and share geographic information. The database allows coordination across all divisions using the same data to support asset management and administrative functions. (*City of Sacramento, FY2022/23 Approved Budget, pp. 272-273*)

SacSewer

Operational efficiencies are identified in SacSewer's Operating Fund Budgets via undesignated cash reserves (surplus), which are an indication of short-term financial strength. The estimated ending balance of undesignated cash reserves, prior to the Sacramento Regional County Sanitation District and Sacramento Area Sewer District consolidation that went into effect January 1, 2024, for the 2022-23 Operating Fund budget was over \$33M for Regional San and over \$63M for Sac Sewer.

9.4 SACSEWER GOVERNMENTAL STRUCTURE

SacSewer is governed by a Board of Directors that is responsible for the entity's policymaking, budgeting, and organizational decisions. SacSewer's Board consists of five Sacramento County Supervisors, five Sacramento City Councilmembers, two Elk Grove councilmembers, and single representatives from Yolo County and the cities of Citrus Heights, Folsom, Rancho Cordova, and West Sacramento. SacSewer's Board consists of five Sacramento County Supervisors and the Mayors (or designees) of the cities of Citrus Heights, Elk Grove, Folsom, Rancho Cordova, and Sacramento. The agency holds its Board meetings the second and fourth Wednesday of each month, which are recorded, live streamed, and open to public attendance and comment.

9.5 PROCESS TRANSPARENCY

As noted above, the City operates under a Council-Manager form of government. Sacramento's governmental structure gives the City Council the final authority for decisions for Citywide policies, priorities, and budget. Their actions are supported by several advisory Commissions/Committees and by the City Manager office's oversight and implementation of laws and priorities. All governmental decision-making bodies hold public meetings and hearings to ensure that the citizens of Sacramento have the opportunity to participate in the decision-making process.

The City Council generally holds its regular meetings on Tuesdays of each week at City Hall in downtown Sacramento. Meetings typically consist of an afternoon and/or evening session and are live-aired on television and live-streamed via the City's website. Recordings are available for review following each meeting's conclusion. The Council also holds special public meetings and committee meetings. The City Clerk's office publishes City Council agendas in a variety of formats and makes them available to the public prior to each meeting.

The Planning and Design Commission generally meets on the 2nd and 4th Thursdays of each month. Meetings are open to the public and are publicly-noticed in accordance with the City Code. There is a 10-day appeal period after action by the Planning Commission. If a Planning Commission action is not appealed, it is final. If a Planning Commission action is appealed, the matter is forwarded to the City Council for consideration and City Council's action on the appeal is final.

Meetings for the City's various advisory Committees and Commissions each follow a pre-established schedule and are open to the public. Agendas and/or public hearing notices for all meetings are posted in a variety of formats and made available to the public prior to each meeting in accordance with the City Code.

Similar to the City of Sacramento, SacSewer maintains a routine schedule for Board meetings. Board meetings are typically held on the second and fourth Wednesday of each month at 9:30 a.m. at the Sacramento County Board of Supervisors' Chambers, located at 700 H Street in Sacramento. Agendas and/or notices for all meetings are posted in a variety of formats and made available to the public prior to each meeting. Meetings are live-streamed and open to public attendance. Members of the public are invited to attend and participate in Board meetings. Additionally, each year, SacSewer prepares extensive reports to ensure operational transparency and public involvement. These include a State of the District Report, Fiscal Year Budgets, Annual

Comprehensive Financial Reports, and 5-year Strategic Plan that is prepared with an extensive participatory process to identify long-term goals with a strategic focus.

9.6 DETERMINATIONS

Based on the information above, the following determinations can be made:

- The City of Sacramento’s governmental structure has a long-standing history of public/citizen interaction. The Mayor, City Council, City Manager, appointed Commissions and Staff put forth a strong effort to ensure that the citizens of Sacramento, other local, State and Federal governmental agencies, special interest groups and labor unions are fully involved in the City’s decision-making process.
- The City of Sacramento’s staffing levels are reviewed annually through the budget process to ensure that staffing meets the City’s service needs and Council priorities, and this process allows for staffing adjustments to be made in order to provide for the expansion of municipal services to the SOI expansion area.
- Through the City’s annual budget process, department review current operations and evaluate opportunities to implement changes that enhance their operational efficiencies.
- The City provides municipal services that will meet the future service needs associated with development of the ASI project in the SOI expansion area. Where the City is not the lead provider of a service, other agencies/districts will provide services consistent with current practices within the City.
- SacSewer maintains a governmental structure that is administered by a Board of Directors, consisting of elected officials from the public agencies that benefit from these entities’ public service.
- The City of Sacramento and SacSewer each maintain a system of transparent governmental processes that are designed to incorporate public review, input, and involvement.

10. Conclusions

This Targeted Municipal Services Review (MSR) has been prepared to assist the Sacramento Local Agency Formation Commission (LAFCO) in its evaluation of an application for a Sphere of Influence (SOI) Amendment for the City of Sacramento (City), and Sacramento Area Sewer District (SacSewer), in order to accommodate the proposed Airport South Industrial (ASI) project. It complies with the Cortese-Knox-Hertzberg Act and it evaluates existing and future service conditions for the project site and proposed SOI expansion area described herein. As such, this MSR addresses the following public service/issue areas (**noted in blue**) and includes key findings and determinations for each (*noted in italics*):

- **Growth and Population Projections:** *The City of Sacramento is expected to continue growing, by adding jobs, housing, and a residential population.*
- **Disadvantaged Unincorporated Communities:** *No defined disadvantaged unincorporated communities are located on, or adjacent to, the project site.*
- **Public Facilities and Services:** *This MSR provides a detailed assessment for facilities and services related to water, wastewater, circulation and roadways, animal care, code enforcement, law enforcement, fire protection, solid waste, storm drainage and flood control, parks and recreation, libraries, and electricity & natural gas. As summarized herein, the City of Sacramento, in tandem with other agencies and SacSewer has the ability to expand its public facilities and municipal services to the proposed SOI expansion area in order to serve development of the proposed ASI project.*
- **Financial Ability to Provide Services:** *The City of Sacramento operates with a balanced budget, and as outlined in the ASI Public Facilities Financing Plan, has the financial ability to provide municipal services to the proposed ASI project.*
- **Shared Facilities Opportunities:** *The City of Sacramento, and SacSewer actively pursue opportunities to enhance operational efficiencies, and as such, cooperatively partner with other agencies and special districts to*

provide a comprehensive level of municipal services, which includes several types of shared resources and facilities.

- **Government Structure and Accountability:** *The City of Sacramento operates with a transparent governmental structure that emphasizes public involvement in its decision-making processes.*

These findings and determinations are supported by the detailed information for each of these public service/issue areas, as outlined throughout this MSR.

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12. List of Appendices

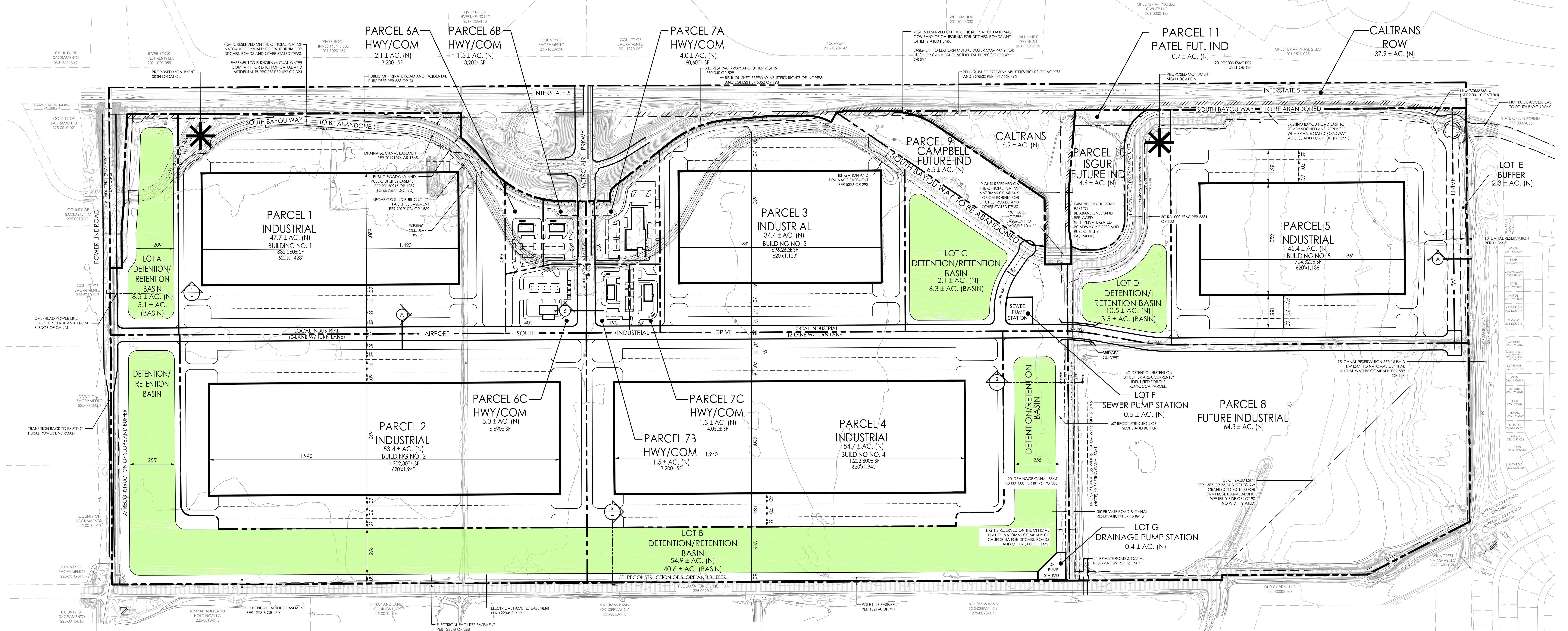
Appendix A: Airport South Industrial Preliminary Site Plan, dated June 20, 2022

PRELIMINARY SITE PLAN #1

AIRPORT SOUTH INDUSTRIAL

CITY OF SACRAMENTO, CALIFORNIA

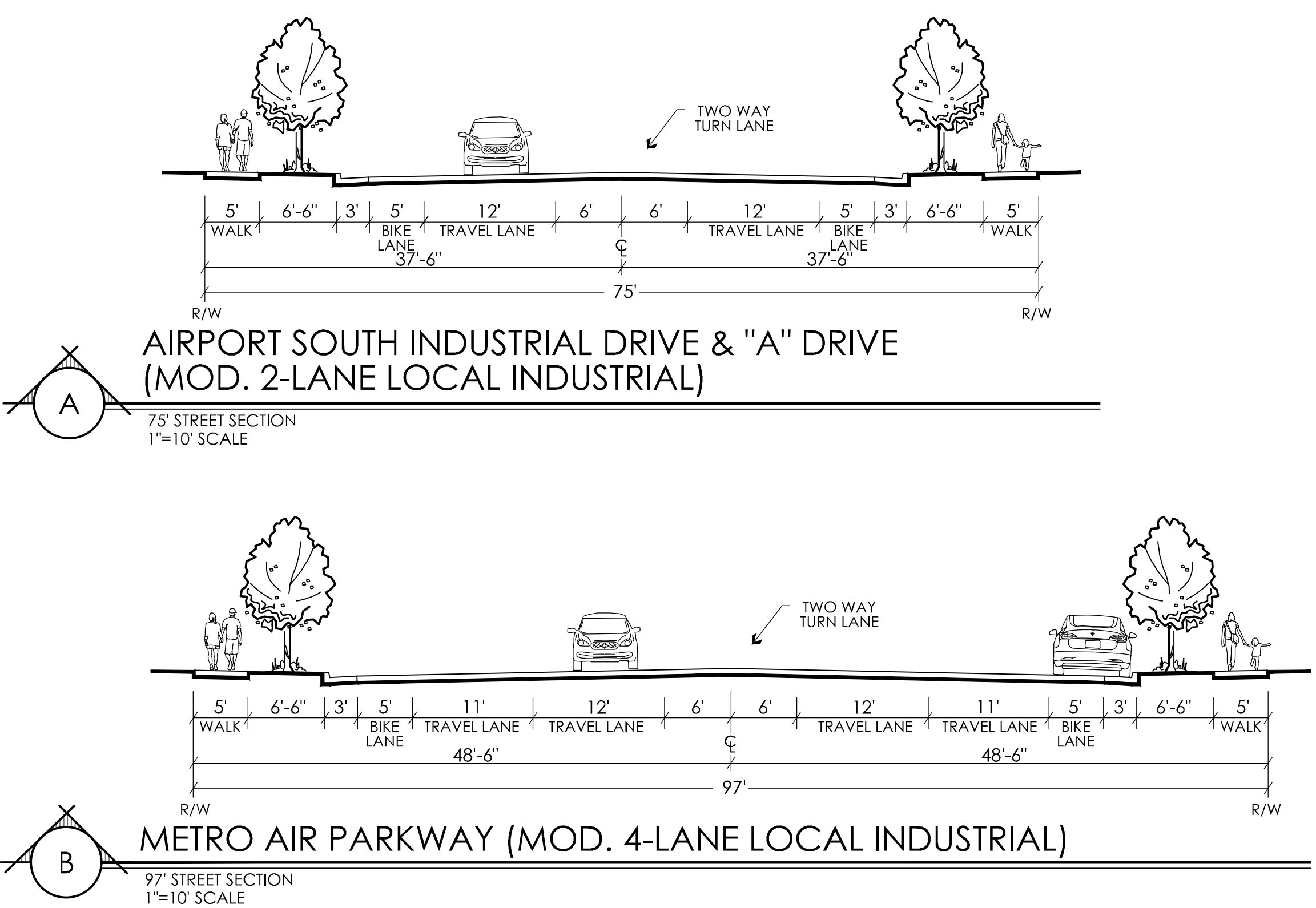
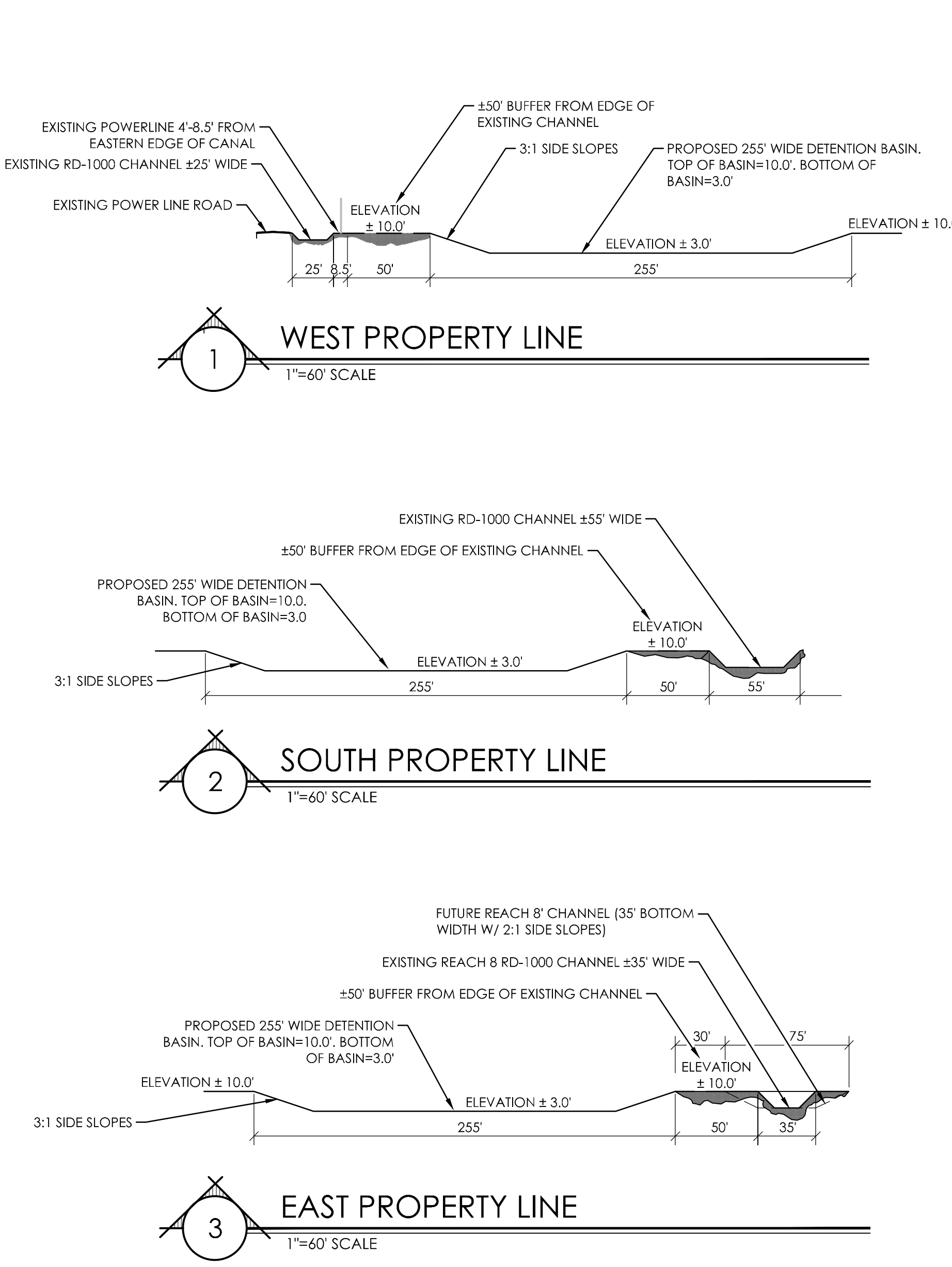
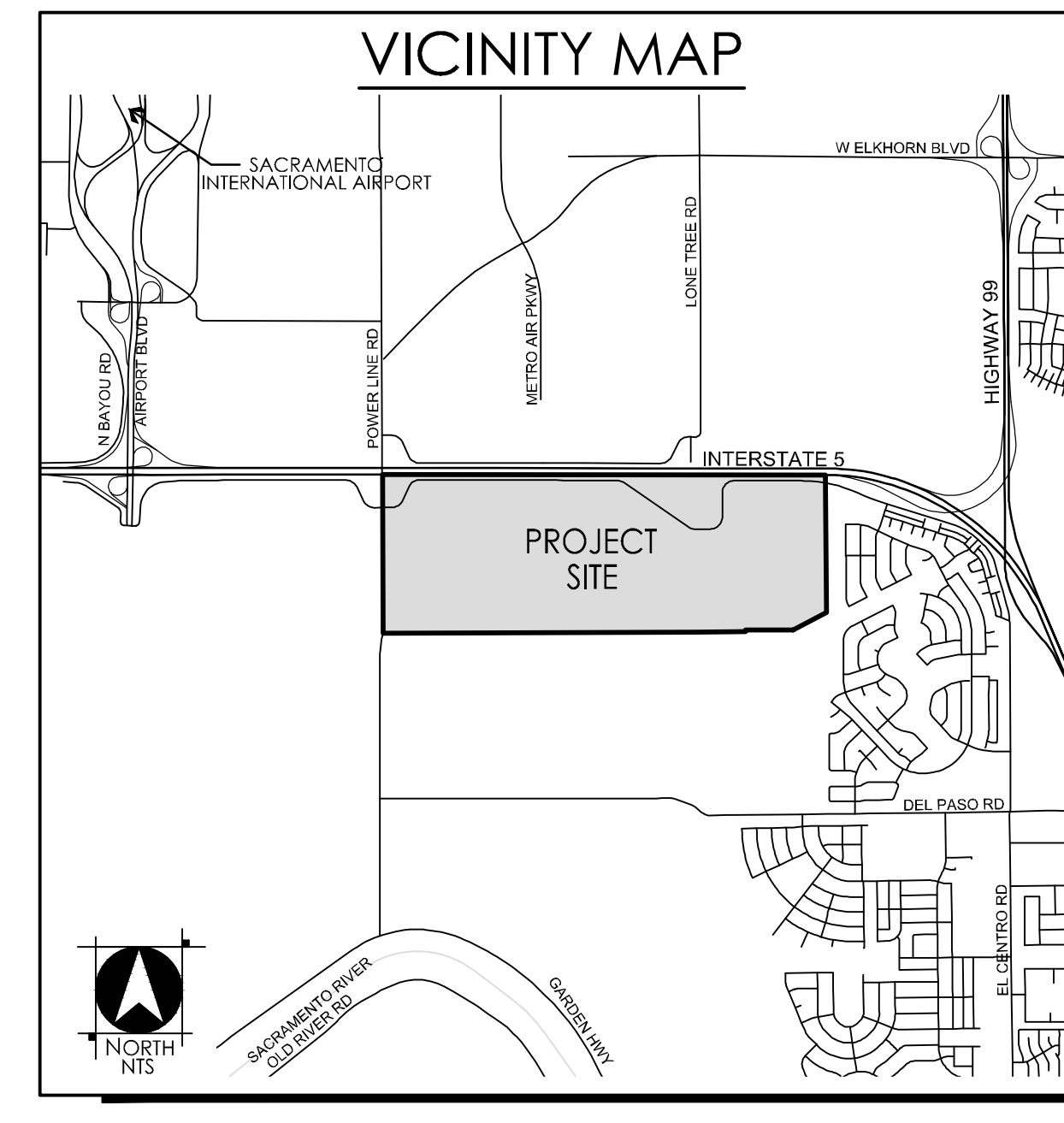
JUNE 20, 2022



LAND USE SUMMARY

Site Plan Lot Number	Land Owner	Proposed Land Use	GP Designation	Zone	Net Acreage	Bldg SF	Floor Area Ratio (FAR)	FAR Calc'd or Used for SF Est	Use for Est. Bldg SF
Project Applicant Sponsored Lands									
1	NorthPoint / AKT Investments	Warehouse Distribution	Industrial (FAR: N/A-1.0)	M-1	47.7	882,260	0.42	Calculated	979,400
2	NorthPoint / AKT Investments	Warehouse Distribution	Industrial (FAR: N/A-1.0)	M-1	53.4	1,202,800	0.52	Calculated	1,335,200
3	NorthPoint / AKT Investments	Warehouse Distribution	Industrial (FAR: N/A-1.0)	M-1	34.4	696,260	0.46	Calculated	772,900
4	NorthPoint / AKT Investments	Warehouse Distribution	Industrial (FAR: N/A-1.0)	M-1	54.7	1,202,800	0.50	Calculated	1,335,200
5	NorthPoint / AKT Investments	Warehouse Distribution	Industrial (FAR: N/A-1.0)	M-1	45.4	704,320	0.36	Calculated	781,800
Subtotal Warehouse					235.6	4,688,440	0.46	Average	5,204,500
6A	NorthPoint / AKT Investments	Restaurant	EC-Low Rise (FAR: 0.15-1.0)	HC	2.1	3,200	0.03	Calculated	3,900
6B	NorthPoint / AKT Investments	Restaurant	EC-Low Rise (FAR: 0.15-1.0)	HC	1.5	3,200	0.05	Calculated	3,900
6C	NorthPoint / AKT Investments	Fueling Station/Carwash	EC-Low Rise (FAR: 0.15-1.0)	HC	3.0	6,590	0.05	Calculated	8,100
7A	NorthPoint / AKT Investments	Hotel	EC-Low Rise (FAR: 0.15-1.0)	HC	4.0	60,600	0.35	Calculated	73,400
7B	NorthPoint / AKT Investments	Restaurant	EC-Low Rise (FAR: 0.15-1.0)	HC	1.5	3,200	0.05	Calculated	3,900
7C	NorthPoint / AKT Investments	Restaurant	EC-Low Rise (FAR: 0.15-1.0)	HC	1.3	4,050	0.07	Calculated	5,000
Subtotal Retail Commercial					13.4	80,940	0.14	Average	98,200
A	NorthPoint / AKT Investments	Retention/Retention Basin	Industrial	M-1	8.5	-----	-----	-----	-----
B	NorthPoint / AKT Investments	Retention/Retention Basin	Industrial	M-1	54.9	-----	-----	-----	-----
C	NorthPoint / AKT Investments	Retention/Retention Basin	Industrial	M-1	12.1	-----	-----	-----	-----
D	NorthPoint / AKT Investments	Retention/Retention Basin	Industrial	M-1	10.5	-----	-----	-----	-----
E	NorthPoint / AKT Investments	Buffer	Industrial	M-1	2.3	-----	-----	-----	-----
F	NorthPoint / AKT Investments	Sewer Pump Station	Industrial	M-1	0.5	-----	-----	-----	-----
G	NorthPoint / AKT Investments	Drainage Pump Station	Industrial	M-1	0.4	-----	-----	-----	-----
Subtotal Public Facilities					89.2	-----	-----	-----	-----
Subtotal Internal Roadways					15.3	-----	-----	-----	-----
Total for Applicant Sponsored Lands					353.5	4,769,380.0	0.31	Average	5,302,700.0
Future Industrial Lands									
8	Cayocca	Future Industrial	Industrial	M-1	64.3	980,318	0.35	Estimated	1,088,200
9	Campbell	Future Industrial	Industrial	M-1	6.5	99,099	0.35	Estimated	110,000
10	Isgur	Future Industrial	Industrial	M-1	4.6	70,132	0.35	Estimated	77,900
11	Patel	Future Industrial	Industrial	M-1	0.7	10,672	0.35	Estimated	11,900
Subtotal					6.9	105,197	0.35	Estimated	116,800
Subtotal Developable Lands (Warehousing/Distribution)					318.6	5,953,858	0.43	Average	6,609,300
Subtotal Developable Lands (Highway Commercial)					13.4	80,940	0.14	Average	98,200
Subtotal Developable Lands (Public Facilities and Internal Roadways)					104.5	-----	-----	-----	-----
Total Developable Lands					436.5	6,034,798	0.32	Average	6,707,500
Caltrans I-5 Fee Title R/W					37.9	-----	-----	-----	-----
Grand Total					474.4	-----	-----	-----	-----

Notes:
 1. Net acreage used in order to estimate Building Square footage information and / or calculate the FAR.
 2. Internal Roadways include ASI Drive, Metro Air Parkway and Power Line Road.
 3. Caltrans I-5 Fee Title Lands included in the land proposed for annexation to the City of Sacramento
 4. Sq-Ft for building coverage 1) based on the site plan for Applicant lands and 2) calculated based on an average FAR for Future Industrial Lands.
 5. Application of a 11% factor applied to the industrial lands and 21% added to the retail / commercial lands to arrive at the planning level estimated totals.



THIS SITE PLAN IS FOR PRELIMINARY PLANNING PURPOSES ONLY AND SUBJECT TO CHANGE PRIOR TO FINAL APPROVAL.

WOOD RODGERS
 BUILDING RELATIONSHIPS ONE PROJECT AT A TIME
 3301 C St. Bldg. 100-B Sacramento, CA 95816
 Tel 916.341.7760 Fax 916.341.7767