EXHIBIT C

BEFORE THE CITY COUNCIL
OF THE
CITY OF SACRAMENTO

RE: Adoption of a Redevelopment Plan for the North Sacramento Project Area

FINDINGS OF FACT
AND
STATEMENT OF OVERRIDING CONSIDERATIONS

I. GENERAL INFORMATION AND DESCRIPTION OF THE PROJECT

The adoption of the North Sacramento Redevelopment Plan was considered before a joint meeting of the City Council and the Redevelopment Agency of the City of Sacramento on June 23, 1992. The project proposed by the Redevelopment Agency (Agency) and discussed in the Final Environmental Impact Report consists of the adoption of a Redevelopment Plan for the North Sacramento Redevelopment Project (Redevelopment Plan) for the North Sacramento Project Area (Project Area), in accordance with the California Community Redevelopment Law.

The approximately 1,100-acre Project Area is a mixed-use community consisting of most of the North Sacramento Community Plan area, located north of downtown Sacramento. The Project Area generally is bounded by the American River on the south, the old Railroad grade and Marysville Boulevard to the west/northwest, and the Southern Pacific Railroad to the east.

The proposed Redevelopment Plan provides for development and rehabilitation of the Project Area in accordance with the City of Sacramento's General Plan for the area. However, the Plan may provide for alternative uses for some areas which would require a General Plan Amendment prior to development.

In addition to the redevelopment of existing land uses, the Redevelopment Plan provides for a number of public improvements to meet existing needs and support future redevelopment of the Project Area. The improvements include street and freeway interchange improvements; water, sewer and drainage systems; transportation circulation improvements; consolidation of social services; and other similar improvements, as needed.

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The Environmental Coordinator for the Agency, after reviewing the proposed Project Area, determined that an Environmental Impact Report (EIR) should be prepared. A Draft EIR (DEIR) was released February 25, 1992, and was circulated for a 45 day review period ending April 10, 1992. The Sacramento Housing and Redevelopment Commission (SHRC), meeting in regular session on March 18, 1992, reviewed the above environmental analysis on the proposal to adopt a Redevelopment Plan, herein after known as "project". Public notice of the scheduled hearing on the Draft EIR had been given as required by law and Agency regulations. The SHRC heard the DEIR and directed staff to prepare responses to all comments received. That document with comments and responses to comments was certified by the Agency as the Final EIR (FEIR) on June 16, 1992.

The City Council and the Agency, meeting in a special joint session, considered the project and after receipt of oral and documentary evidence, the Council took the following actions:

1. Found the Final EIR adequate and appropriate with findings of significant unavoidable adverse impacts relating to housing, traffic, geology and soils, flood hazard, and cumulative impacts on biological resources, housing/jobs balance, traffic, air quality, and noise.

2. Adopted a Redevelopment Plan for the North Sacramento Redevelopment Project Area, and a Mitigation Monitoring Program.

II. THE RECORD

For the purposes of CEQA and the Findings identified in Section IV, the record of the Council relating to the Project means:

1. The Notice of Preparation and all other environmental documents relating to the project prepared by the Environmental Coordinator of the SHRA;

2. All staff reports, memoranda, maps, letters, minutes of meetings and other planning documents prepared by Agency Staff relating to this project and other projects in the area;

3. All testimony, documents, and other evidence presented by Staff or consultants relating to the project;

4. The proceedings before the Sacramento Housing and Redevelopment Commission and the Agency and Council relating to the Project Area, including testimony and documentary evidence introduced at the public hearings; and

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5. Matters of common knowledge to the Council which it considers, including, but not limited to, the following:

   a. The City of Sacramento General Plan Update and Draft EIR including the Land Use Map and elements thereof;

   b. The Zoning Code of the City of Sacramento;

   c. The North Sacramento Community Plan;

   d. The Sacramento City Code; and

   e. Other formally adopted policies and ordinances.

III. SIGNIFICANT ADVERSE IMPACTS

The Final Environmental Impact Report prepared for this project, certified by the Agency, identifies the following significant adverse impacts which cannot be avoided:

1. Implementation of the Project could result in increases in housing costs and rental rates in the project area and City-wide;

2. Implementation of the Project will involve the exposure of people, structures and objects to seismic hazards such as severe ground shaking. In such an instance, some damage may occur to structures such as cracking or structural failure; and

3. Implementation of the Project would remove barriers to area growth, which could result in the cumulative loss of mature valley oaks.

The Final EIR further identifies the following significant adverse impacts which can be partially mitigated, but remain significant and unavoidable:

Population, Employment and Housing. Implementation of the project could result in:

1. increases in employment opportunities, which could lead to an insufficient number of housing units available and an increased housing/jobs imbalance in the region and local area, as well as contribute to an adverse cumulative effect on the housing/jobs balance.

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Traffic and Circulation. Implementation of the project could result in:

1. the deterioration of Level of Service at the Arden/Del Paso/Grove/Canterbury intersection from "C" to "F" during the a.m. peak hour, and from "E" to "F" during the p.m. peak hour.
2. the deterioration of Level of Service at the Arden Way and Evergreen Street intersection from "C" to "F" during the p.m. peak hour.
3. impacts to parking.
4. cumulative increases in traffic on State Route 160.

Air Quality. Implementation of the project could result in:

1. cumulative increases in vehicular emissions impacting regional air quality.

Noise. Implementation of the project could result in:

1. cumulative increases in traffic-related noise levels.

Hydrology. Implementation of the project could result in:

1. an increase, both short-term and cumulatively, in the exposure of people, structures and objects to flood hazards within the 100-year floodplain.

IV. FINDINGS AND STATEMENTS OF FACTS SUPPORTING THE FINDINGS

Notwithstanding the identification of the above significant unavoidable adverse impacts, the Council hereby approves the project, as authorized by Public Resources Code Section 21081 and Title 14, California Code of Regulations Sections 15091, 15092, and 15093. As required by the aforementioned references, the Council finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects listed below, as identified in the Final EIR. These findings are supported by substantial evidence in the record of the proceeding(s) before the Council.

1. Significant Effect:

Land Use Plans:

- Implementation of the proposed project in conjunction with other past, present, and reasonably foreseeable development may result in cumulative changes to City plans and policies;

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- The North Sacramento Community Plan is internally inconsistent, conflicting with Policy A9 of the Housing Element by designating land uses that could replace an existing mobile home park with park/open space uses;

- The land uses assumed under the Redevelopment Plan include industrial and labor intensive uses near the Parkway. Individual projects proposed under the Plan may conflict with adopted goals and policies related to visual impacts on the American River Parkway, damage to wildlife, and recreation use disruption depending on specific location, design, and height; and

- The Parks and Recreation Facilities Master Plan does not indicate a future park at the SR 160 and Del Paso Boulevard area although it is indicated in the North Sacramento Community Plan, and by extension, is included in the proposed Redevelopment Plan.

Supporting Fact:

Approval of individual projects which may affect the General Plan, Community Plan, 1984 Parks and Recreation Facility Master Plan, or American River Parkway Plan by the City Council shall not occur until consistency with the Plan policies, maps, and figures is achieved, or unless the Plan(s) is/are amended to be consistent with the revised proposed projects, or unless overriding considerations are adopted for significant unavoidable impacts.

2. Significant Effect:

Population and Employment:

Implementation of the proposed project may result in a displacement of businesses as properties redevelop; and the implementation of the proposed project in conjunction with other past, present, and reasonably foreseeable projects will result in the displacement of businesses.

Supporting Fact:

The Agency and City shall comply with State guidelines regarding relocation assistance to displaced businesses. According to Title 25, Chapter 6 of the California Health and Safety Code, businesses displaced by the actions of a local agency are entitled to collect their moving expenses plus up to $10,000 for re-establishment costs, or a fixed payment of up to $20,000 based on loss of existing patronage. The Agency shall also provide affected businesses with information on the availability of other suitable sites. (88)

3. Significant Effect:

Housing:

Housing units may be eliminated for other redevelopment projects proposed in the project area.

Supporting Fact:

An Agency appraiser shall determine whether it is most cost efficient to remove housing units to allow for new construction in non-residential areas and build a replacement unit in an area designated for residential use, or to relocate the existing structure as a means of infill housing to a new location. This shall be done prior to the issuance of demolition permits.

Through plan review, the City shall ensure that individual projects are designed to minimize long-term community disruption by maintaining access between residential and community services prior to the issuance of building permits.

The Agency shall act in accordance with Government Code (Sections 65863.7 and 66427.4) with regards to the conversion of existing mobile home parks to non-residential uses. All procedures shall be completed prior to the closure of the development.

4. Significant Effect:

Air Quality:

The proposed project will have a short-term impact on air quality caused by construction activities.

Supporting Facts:

SHRA and the City of Sacramento shall ensure through construction site monitoring that construction activity areas confine dirt and fumes on-site. Careful construction planning to minimize interference with travel on downtown streets shall be conducted prior to construction. Minimization of lane obstructions, and scheduling operations that may interfere with travel to off-peak hours shall be accomplished.

Through project development and review, SHRA and the City of Sacramento shall encourage new development which incorporates the transportation control measures (TCM) outlined in the 1991 Sacramento AQAP and described below:

- Employer Commute Alternatives Rule
- Worksite Commute Alternatives Rule
- Institutional Commute Alternatives Rule
- Commute Data Upgrade
- Enhance Rideshare Matching and Placement
- Expand TMA's
- Expand Guaranteed Ride Home Effort
- Alternative Work Schedules
- Truck Idling Regulation
- Improve Bus Routes, Service and Schedules
- Improve Fare Collection System
- Ramp Meter Bypass Lanes
- Freeway HOV Lanes
- Arterial/Downtown HOV Lanes
- Bicycling Safety and Enforcement
- Shuttle Service
- Tax Incentives
- Preferential On-Street Parking
- Preferential Off-Street Parking
- Telecommunications

To the maximum extent feasible, the City shall require the use of non-potable water for mixing construction materials, washing down surfaces, and wetting down dirt-covered surfaces during construction.

SHRA and the City of Sacramento shall ensure attainment of more than the minimum state and local requirements for energy conservation measures to reduce indirect source emission from on- and off-site energy production. Recycling facilities such as segregated disposal bins for recyclables shall be provided in the project area in a manner phased with implementation of the plan.

5. Significant Effect:

Noise:

- The areas along the eastern corridor of El Camino Boulevard and the southern portion of Del Paso Boulevard may experience some land use-noise incompatibilities due to the conversion from industrial and commercial uses to Special Planning Districts (SPDs);

- The proposed project will generate temporary construction noise on a short-term and long-term basis. Construction-related noise impacts can be anticipated throughout the 15-year buildout period. Construction-related noise sources include such emitters as trucks, bulldozers, grading equipment, concrete mixers and portable generators; and

- The vacant area in the northeastern part of the project area is designated for residential use and is adjacent to the Southern Pacific Railroad line. Noise levels associated with railroad operations may have a significant impact on this particular area and should be considered on a project-specific basis.

Supporting Fact:

The City of Sacramento Planning Department shall monitor all construction activities to ensure that the operation of construction activities will be limited to daytime working hours (7 a.m. to 5 p.m., Monday through Friday) to minimize the potential for disturbance to adjacent residences. All construction equipment shall be required to utilize noise control techniques (improved mufflers, equipment redesign, use of silencers and ducts) in order to minimize construction noise impacts.

Upon submission of building applications the City of Sacramento Planning Department shall ensure that project applicants pursue site planning which minimizes potential noise impacts to the use or generated by the use prior to the issuance of building permits. Site planning techniques may include:

a. Increasing the distance between the noise source and the receiver.

b. Placing non-noise sensitive land uses such as parking lots, maintenance facilities and utility areas between the source and the receiver.

c. Using non-noise sensitive structures such as garages to shield noise-sensitive areas.

d. Orienting buildings to shield outdoor spaces from a noise source.

The City of Sacramento Planning Department shall ensure applicant compliance with noise reduction requirements through architectural design prior to the issuance of building permits. Proper architectural layout may eliminate the need for costly construction modifications.

The City of Sacramento Planning Department shall ensure that noise barriers or walls shall be constructed by project applicants to reduce excessive noise levels from ground transportation noise sources and industrial sources prior to the issuance of occupancy permits.

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Barriers shall be constructed at a minimum surface weight of 3 lbs./sq. ft. and contain no cracks or openings. The barrier must interrupt the line-of-sight between the noise source and the receiver. In addition to meeting acoustical requirements, noise barriers shall be evaluated by the City of Sacramento Planning Department for possible maintenance problems, aesthetic and environmental considerations, safety conflicts and costs (Sacramento General Plan Update EIR, 1987).

6. Significant Effect:

Geology/Soils:

- Differential settlement of compressible soils that exist in the project area could potentially cause severe damage to foundations of structures due to non-homogeneous subsurface conditions. The addition of irrigation water and variations in groundwater level within collapsible soils may induce hydroconsolidation and settlement which may also adversely affect utilities and structures.

- Expansive soils not detected prior to construction may severely damage structural foundations, slabs, pavements, lake linings, and exterior flatwork. Because geologic conditions vary widely, it is difficult to generalize about expansive soil potential; therefore, expansive soils may occur in areas thought to be free of this condition. Grading and recompaction required to construct the proposed project with the expansive soils known to exist, creates a potentially significant project-specific impact.

- Seismic-induced liquefaction can cause ground failure resulting in severe damage to buildings, flatwork, pavement and underground utilities.

Supporting Fact:

Prior to the issuance of grading permits for individual projects, the project applicant shall be responsible for hiring a qualified Geotechnical Engineer (GE) and Hydrogeologist (HG), to be approved by the City of Sacramento Planning Director. The GE and HG shall jointly prepare a report for submittal to the City Engineer which shall assess and provide mitigation measures where necessary for the following:

a. Inducement of subsidence on-site through permanent dewatering.

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b. Inducement of hydroconsolidation and settlement (and its affect on proposed utilities and structures) through the addition of irrigation water and variations in groundwater level within collapsible soils.

c. Settlement in areas of man-made fill.

d. Sloughing and caving of non-cohesive, poorly trench walls when excavating for underground utilities.

e. Ponding around structural footings and infiltration of excess water into the fill.

f. Detail the use of piles and/or enlarged footings for critical structures (such as hospitals and schools) to reduce settlement damage from soils which may not be removed cost effectively).

Soils with identified settlement potential shall be surcharged and settlement-monitored by the applicant for a period of time (to be determined by the City Engineer) sufficient to achieve an acceptable percentage (to be determined by the Geotechnical Engineer and approved by the City Engineer) of potential settlement prior to construction.

If surcharging and settlement-monitoring are not used, the applicant shall be responsible for remedial removal of unsuitable soils to a depth where suitable soils are encountered. Soils shall be subsequently replaced and properly compacted to meet acceptable City construction standards. This work shall be accomplished under the supervision of the Geotechnical Engineer prior to issuance of building permits.

The applicant shall be responsible for minimizing the settlement potential of artificial fill beneath all structures. This shall be achieved by utilization of proper compaction of fill materials (90 percent or better of ASTM Test Method D1557-78) during grading. This work shall be accomplished under the supervision of the Geotechnical Engineer prior to issuance of building permits.

Soil shrinkage shall be calculated by the GB into the grading plan design to allow for soil volume lost during grading. These calculations shall be approved by the City Engineer prior to issuance of grading permits. If necessary, soil shall be imported from offsite in order to achieve design grades.

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Prior to issuance of grading permits, the project GE shall prepare a report for approval by the City Engineer which assesses and provides mitigation measures for the following:

a. Specific measures for adequate foundation, paving, and flatwork design in areas of any remaining expansive soils.

b. Assess expansive soil conditions for each building site prior to grading and upon completion of grading to confirm the location of expansive soils, if any.

c. Identify the Expansion Index (EI) on-site and specify where necessary recommendation including, but not limited to: 1) presaturation of soils prior to concrete placement; 2) raised floors; 3) post-tensioned slabs; 4) thicker slabs; 5) deeper footings; 6) the addition of soil amendments to facilitate wetting during compaction.

The applicant shall be responsible for remedial removal of expansive soils on-site during grading and prior to the issuance of building permits. Should any construction occur on expansive soils, the applicant shall adhere to the recommendations identified above.

The use of a single soil type or a well-mixed blend of two or more soil type near all finished pad elevations and fill slope faces shall be utilized to reduce the expansion potential of a single soil type. This practice shall be documented by the project GE based on expansion index testing performed on near surface soils upon the completion of grading for submittal to the City Engineer, prior to issuance of building permits.

The use of expansive soils in fill embankments shall be avoided. Blending of expansive soils with nonexpansive soils is preferred.

The applicant shall be responsible for formulation of a soil moisture control plan if near surface expansive soils are identified upon the completion of rough grading. This plan shall be written by the project GE and submitted for approval to the City Engineer prior to issuance of building permits. This plan shall address the following issues:

a. Indefinite maintenance of a constant moisture content in near surface expansive soils occurring on-site which would effect the performance of foundations, slabs, flatwork, slopes, paving, etc.

b. Use of moisture barriers around foundations.

c. Site grading techniques such that surface drainage around a structure is directed away from foundations.

d. The necessity for roof guttering or runoff collection systems installed on structures to minimize concentration of moisture along perimeter foundations or walkways and pavement areas.

The City shall require project applicants to conduct geologic investigations of specific sites on a project-by-project basis. Such investigations shall include deep soil borings in all areas proposed for the development of structures having three or more stories, or for smaller structures involving high structural loads. These investigations shall be conducted and submitted to the City Engineer for approval prior to issuance of grading permits.

7. Significant Effect:

Hydrology:

Any construction-related activity has the potential to impact water quality. Suspended solids and turbidity levels in streams may increase significantly during construction activities. Changes to water quality may also occur due to increases in runoff from impervious surfaces on sites which are presently vacant or under-utilized. Water quality may also be influenced by illegal dumping from new commercial and industrial uses. Implementation of the proposed project may involve impacts associated with groundwater contamination sources within the project area.

Supporting Fact:

During the planning, design and construction of the project, the Agency shall coordinate storm and sanitary sewer improvements with the City Sewer Division and Flood Control Office. The Agency shall design on-site drainage facilities to prevent street flooding during a 10-year storm event, and to prevent structural damage during a 100-year storm event.

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The City shall require applicant compliance with the following construction practices to protect water quality:

- Minimize surface disturbance as much as possible;
- Dispose of excavated material away from water sources in an appropriate manner;
- Cover any denuded areas with a protective mulch as soon as practicable following active construction, and reseed with adaptive plant species of value to wildlife;
- Enforce strict on-site handling rules to keep construction and maintenance materials out of waterways;
- Isolate any chemicals used and neutralize effects;
- Collect and remove pollutants such as sanitary wastes and petroleum products from the job site;
- Execute and comply with the streambed modification agreements with the Department of Fish and Game (DPG) during instream construction activities;
- Prepare a spill prevention and countermeasure plan prior to construction; and
- Use chemical toilets at all construction site to prevent bacterial and nutrient contamination of surface waters.

Runoff control measures to trap pollutants, reduce flows, and promote infiltration shall be required by the City for all development in the project area. Such measures shall include provision for on-site retention and detention storage; designing storm drainage to slow water flows and thus depress peal flow volume; minimizing impervious surfaces; and maximizing percolation, evaporation, and evapotranspiration of storm waters.

The City shall require applicants for redevelopment projects involving demolition, or projects on currently vacant land to remove any on-site underground tanks prior to the issuance of building permits.

The Redevelopment Agency and the City shall require all applicants for redevelopment projects to consult with the Hazardous Materials Division of the County of Sacramento

Environmental Management Department to determine if the property under redevelopment is a site of toxic contamination and how that may affect project implementation. This shall occur prior to the issuance of a building permit.

8. Significant Effect:

Biological Resources:

Adoption of the redevelopment plan would result in development on the two parcels of land in the project area that contain extensive stands of native oaks; buildout of the proposed plan could result in minor losses of small, fragmented wetlands, and adoption of the redevelopment plan could result in a significant impact to the valley elderberry longhorn beetle, a federally listed and protected species.

Supporting Fact:

The City shall require all remaining trees (particularly oaks) more than 10 inches in diameter be preserved or replaced at a ratio of 1:1 if removed. In particular, the City shall attempt to preserve existing valley oaks while implementing the proposed plan. Standard requirements regarding protection of oaks (including no compaction or ground disturbance within the tree's dripline, no summer watering, and no change in grade) shall be required by the City as part of its efforts to preserve existing trees. In addition, the City shall sponsor an active tree planting program to reverse the trends toward depletion. The City shall consider incorporating tree planting into the standard conditions for developments, requiring tree planting for private activities that remove large trees.

The City and Agency shall review the two sites that still contain extensive stands of native oaks (sites 2 and 40) for possible inclusion into open space, local parkland, or other zoning designed to protect the trees. In particular, the City shall consider designating site 2, adjacent to the American River Parkway as open space. The City shall require any proposed development on these two sites that would result in the removal of trees to be preceded by a full review of the trees and their values, with an adequate level of replacement compensation provided for trees that are removed.

For projects that could affect the few remaining pockets of natural vegetation or habitat (grassland, oaks, swales, etc. in sites 2, 4, 14, 34, and 40) the City shall require individual project applicants to document the site's presence or absence of wetlands, mature oaks,

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and/or sensitive species, and mitigate for potential losses as per discussion with the California Department of Fish and Game and/or the Army Corps of Engineers.

The City shall require individual project applicants to document the presence or absence of any wetlands in parcels proposed for development that are not currently developed. The City shall require letters authorization or mitigation approval from the appropriate state and federal agencies as a condition of final local approval for projects that involve a wetland area.

The City shall require project applicants to document a site's potential to support sensitive plants as a precondition to development if the proposed project site does not have any significant existing development, has not been filled or graded, and has any significant natural or naturalized vegetation.

For projects that could affect the few remaining pockets of natural vegetation or habitat (grassland, oaks, swales, etc. in sites 2, 4, 14, 34, and 40) the City shall require individual project applicants to document the site's presence or absence on wetlands, mature oaks, and/or sensitive species, and mitigate for potential losses as per discussed with the California Department of Fish and Game and/or the Army Corps of Engineers.

The City and Agency shall assure that FWS requirements are fully met and proposed VELB mitigation measures are approved by FWS before allowing final local approval of any on-site development at site 2, where a known VELB population exists. The City and Agency shall consult with FWS before taking any action which could adversely affect the elderberry bushes at site 3 which could house a VELB population. The City and Agency shall conduct a investigation to document the presence or absence of VELB

at site 3 before authorizing the use of any insecticides in the site vicinity or the removal of any elderberry bushes on the site. If any VELB are present, the City and Agency shall follow FWS guidelines to design an appropriate mitigation plan.

9. Significant Effect:

Cultural Resources:

It is possible that some archaeological resources may be discovered during construction activity under the proposed Redevelopment Plan; and implementation of the proposed Redevelopment Plan may result in impacts to historic resources in the project area.

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Supporting Fact:

All project-specific environmental review occurring subsequent to the Redevelopment Plan initiation shall include the following mitigation measures:

- The City shall require that project applicants ensure that an archaeologist is present during grading activities to inspect the underlying soil for cultural resources. If significant cultural resources are uncovered, the archaeologist shall have the authority to stop or temporarily divert construction activities to assess the significance of the find.

- In the event that significant archaeological remains are uncovered during excavation and/or grading, all work shall stop in that area of subject property until an appropriate data recovery program can be developed and implemented. The cost of such a program shall be the responsibility of the applicant.

- The Agency in conjunction with the City of Sacramento Planning Department shall ensure that all new construction occurring on Del Paso Boulevard be conducted in accordance with the Architectural Design Guidelines for Del Paso Boulevard. Project applicants shall submit architectural designs to the Design Review Board for review prior to the issuance of building permits.

- Prior to the issuance of demolition permits the City Planning Department shall ensure that project applicants conduct cultural resources on the property in question. A written report shall be submitted to the Design Review Board and reviewed by the Agency. In the instance that a property is found to be significant on a local or regional level, the applicant shall investigate rehabilitation/adaptive re-use potential to the satisfaction of the City. If demolition is deemed necessary as the only feasible alternative, written and photographic documentation to Department of Interior Standards shall be prepared for submittal to the Planning Department prior to the granting of permits.

The Building Department shall ensure Agency compliance with Section 16 of the Zoning Ordinance (Design Review) prior to the issuance of building or demolition permits for existing structures.

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The Agency shall conduct cultural resources research for properties on which it will undertake redevelopment. A written report shall be submitted to the City's Design Review Board for review. In the instance that a property is found to be significant on a local or regional level, the Agency shall investigate rehabilitation/adaptive re-use potential to the satisfaction of the Design Review Board. If demolition is deemed necessary by the Agency as the only feasible alternative, written and photographic documentation to Department of Interior Standards shall be prepared prior to the granting of permits.

- The Agency should develop design guidelines for residential areas within the project area prior to implementation of the Redevelopment Plan to ensure that new development maintains the existing character of the area's neighborhoods.

The Agency in conjunction with the City Planning Department shall ensure that all new construction occurring on Del Paso Boulevard be conducted in accordance with the Architectural Design Guidelines for Del Paso Boulevard. Project applicants shall submit architectural designs to the Design Review Board for review prior to the issuance of building permits.

Prior to the issuance of demolition permits the City Planning Department shall ensure that project applicants conduct cultural resources research on the property in question. A written report shall be submitted to the Design Review Board and reviewed by the Agency. In the instance that a property is found to be significant on a local or regional level, the applicant shall investigate rehabilitation/adaptive re-use potential to the satisfaction of the City. If demolition is deemed necessary as the only feasible alternative, written and photographic documentation to Department of Interior Standards shall be prepared for submittal to the Planning Department prior to the granting of permits.

For all rehabilitation work on structures over 50 years old, the Agency, in conjunction with the City Planning Department, shall require the use of the State Historic Building Code and replacement of elements with in-kind materials. This requirement may be waived upon submittal and approval of a written report to the Design Review Board substantiating infeasibility and undue economic burden.

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10. Significant Effect:

Public Services and Utilities - Electricity:

The Sacramento Municipal Utility District (SMUD) estimates, based on the proposed increased level of development associated with the area around Highway 160 and other developments of the proposed project, that overall, the Increased Intensity Alternative would require approximately 19.3 megawatts (MW) of electricity. This project and other development in the area will result in a total substation load that will exceed existing capacity levels, requiring the construction of one or more new substations and additional electrical facilities.

Supporting Fact:

Prior to the issuance of any development permits, individual project applicants shall consult with the Sacramento Municipal Utility District regarding electrical distribution, acquisition of rights of way, and utility easements. This shall be done to the satisfaction of the Agency's Environmental Coordinator, in conjunction with the Director of SMUD.

The Agency, in conjunction with the City shall require applicants for development approvals within the project area to consult the SMUD Electric System Design Department in a timely manner at every stage of project development and implementation which could directly or indirectly impact the electrical distribution system (substations and overhead and underground power lines and poles). The primary contact until further notice shall be Gene Hoppes, distribution planner for this area, who may be reached at (916) 732-5794.

The SHRA and applicants for development approvals within the project area shall confer with SMUD and implement certain measures which are necessary to provide electrical services associated with specific projects they propose or sponsor. Such measures would include acquisition of rights of way and easements by SMUD and allocation of financial responsibility as required to proceed with facility relocation and construction.

The SHRA and property owners within the project area shall disclose available information regarding the location of existing and planned SMUD facilities to those parties that have property interests in the area or are in the process of acquiring such interests. Disclosure should be accurate, timely, clear, and well documented. The SMUD contact for more information is property administrator Bob Ellis at (916) 732-5337.

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The Agency, in conjunction with the City, shall encourage applicant compliance with the SMUD Recommended Energy Efficiency/Load Management Measures for Residential and Commercial/Industrial New Construction. The respective SMUD contacts for these programs are Jerry Best at (916) 732-6605 and Jeff Molander at (916) 732-6207.

V. ALTERNATIVES

1. No Project Alternative: The No Project Alternative would involve no approval of the Redevelopment Plan for the North Sacramento Redevelopment Project. Under the No Project Alternative, the public improvements and facilities included in the Redevelopment Plan would not be implemented, and development would continue to occur as designated under the City's General Plan and the North Sacramento Community Plan. Impacts associated with land use, housing, traffic, geology/soils, hydrology, public services and infrastructure would be similar to or greater than the proposed project. This alternative would not mitigate significant impacts, nor would it provide the benefits proposed by the project relating to infrastructure improvements and improved development controls.

2. Study Area Alternative: The Study Area Alternative analyzes the buildout of the project under the survey area boundaries established by the City Council on October 2, 1990, with a total of 5,865 acres. This alternative plan identifies a core study area as the most blighted area and requiring the most significant level of change. This identified core study area of this alternative is the present project area of the proposed plan. Impacts associated with land use, traffic, air quality, geology/soils, noise, hydrology, biological resources, cultural resources, public services and infrastructure would be similar to or greater than the proposed project. This alternative is not environmentally superior to the proposed project, nor would it provide any additional benefits not already proposed by the project relating to infrastructure improvements and improved development controls.

3. Circulation Alternative 1 - Exposition Connector Only: This alternative assumes development of only the Exposition Boulevard Connector. Completion of the Arden-Garden Connector would not occur. All boundaries and other parameters of this alternative would be the same as for the proposed plan. The circulation analysis determined that impacts to traffic associated with this alternative will be similar to or greater than those identified for the proposed plan. Other impacts associated with land use, air quality, geology/soils, noise,

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hydrology, biological resources, cultural resources, public services and infrastructure would be similar to or greater than the proposed project. This alternative would not mitigate significant impacts, nor would it provide all the benefits proposed by the project relating to infrastructure improvements.

4. Circulation Alternative 2 - Arden-Garden Connector Only: This alternative would assume the implementation of the proposed redevelopment plan in conjunction with the construction of the Arden-Garden Connector. The Exposition Boulevard Connector would not be developed but the Evergreen Extension to Royal Oaks Drive would be completed. All parameters and boundaries of this alternative would be the same as for the proposed redevelopment plan except for completion of the Exposition Connector. The circulation analysis determined that impacts to traffic associated with this alternative will be greater that those identified for the proposed plan. Other impacts associated with land use, air quality, geology/soils, noise, hydrology, biological resources, cultural resources, public services and infrastructure would be similar to or greater than the proposed project. This alternative would not mitigate significant impacts, nor would it provide all the benefits proposed by the project relating to infrastructure improvements.

5. Reduced Intensity Alternative: This alternative assumes that the vacant land located in the southern region of the project area, adjacent to the American River Parkway, would build out at minimum General Plan densities consisting of industrial land uses. Overall the combined reduction in square footage for office and industrial uses would be 128,000 square feet less than the proposed plan. The boundaries and other parameters for this alternative would be the same as for the proposed plan. Impacts associated with land use, traffic, air quality, geology/soils, noise, hydrology, biological resources, cultural resources, public services and infrastructure would be similar to or greater than the proposed project. This alternative is not environmentally superior to the proposed project, nor would it provide any additional benefits not already proposed by the project relating to infrastructure improvements and improved development controls.

6. Increased Intensity Alternative: This alternative assumes that the vacant land located in the southern region of the project area, adjacent to the American River Parkway, would build out at developer-proposed General Plan densities consisting of office land uses within the "Industrial Intensive Overlay" zone identified in the North Sacramento Community Plan. Overall the combined increase in square footage for office and industrial uses would be 923,500 square

feet more than the proposed plan. The boundaries and other parameters for this alternative would be the same as for the proposed plan. Impacts associated with land use, traffic, air quality, geology/soils, noise, hydrology, biological resources, cultural resources, public services and infrastructure would be similar to or greater than the proposed project. This alternative is not environmentally superior to the proposed project, although it provides greater opportunities to reduce regional traffic congestion and vehicle emissions through transportation management at areas of increased density.

VI. STATEMENT OF OVERRIDING CONSIDERATIONS

Notwithstanding the disclosure of the significant impacts and their mitigation described, supra, the Council has determined pursuant to Section 15093 of the State CEQA Guidelines that the benefits of the proposed project with the increased intensity alternative outweigh the adverse impacts, and the intensified project should be approved.

With reference to the above findings and in recognition of those facts which are included in the record, the Council has determined that the project would contribute to housing, traffic, geology and soils, and flood hazard impacts, and cumulative impacts on biological resources, housing/jobs balance, traffic, noise and air quality which are considered adverse.

The Council specifically finds and makes this statement of overriding considerations that there are special social, economic, and other reasons for approving this project, notwithstanding the disclosure of significant adverse impacts disclosed in the North Sacramento Redevelopment Plan Final Environmental Impact Report prepared for this project. The reasons are as follows:

1. The project provides an opportunity to eliminate blighting influences and correct environmental deficiencies in the Project Area, including among others, small and irregular lots, obsolete and aged building types, inadequate parking, and inadequate or deteriorated infrastructure and facilities.

2. The project would remove constraints to development which would provide increased sales, business license and other fees, taxes and revenues to the City of Sacramento.

3. The project will expand the community's supply of low and moderate income housing (inside or outside the Project Area).

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4. Approval of the project would strengthen the economic base of the Project Area and the community by installing needed site improvements which will stimulate new commercial expansion, new employment and economic growth.

5. The project provides the opportunity to assemble land into parcels suitable for modern, integrated development with improved pedestrian and vehicular circulation in the Project Area.

6. The project would provide the necessary improvements to increase retail and other commercial use in the North Sacramento area.

7. The project provides the opportunity to implement performance criteria to assure high site-design standards which provide unity and integrity to the entire Project Site.

8. The project would reduce the City's annual cost of providing local services to and within the Project Area.

DATED: _____ BY: _____

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