



**SACRAMENTO
HOUSING AND REDEVELOPMENT
AGENCY**



14

May 7, 1991

Transportation/Community Development
and Budget & Finance Committees of
the City Council
Sacramento, CA

Honorable Members in Session:

SUBJECT: Integrated Management Plan for the Southern Pacific
Railyards Master Plan and the Richards Boulevard Specific
Plan - Modified Planning Approach


SUMMARY

The attached report is submitted to you for review and
recommendation prior to consideration by the Redevelopment Agency
and City Council of the City of Sacramento.

RECOMMENDATION

The staff recommends approval of the attached resolutions approving
the plan.

Respectfully submitted,


for JOHN E. MOLLOY
Acting Executive Director

TRANSMITTAL TO COMMITTEE:


JACK R. CRIST
Deputy City Manager



SACRAMENTO HOUSING AND REDEVELOPMENT AGENCY



May 14, 1991

City Council and
Redevelopment Agency of the
City of Sacramento
Sacramento, California

Honorable Members in Session:

**SUBJECT: INTEGRATED MANAGEMENT PLAN FOR THE SOUTHERN PACIFIC
RAILYARDS MASTER PLAN AND THE RICHARDS BOULEVARD SPECIFIC
PLAN - MODIFIED PLANNING APPROACH AND STATUS REPORT**

SUMMARY

The planning process for the Southern Pacific Railyards (SP) Master Plan and the Richards Boulevard (RB) Redevelopment Project is presently being coordinated but are separate planning efforts, managed by the City of Sacramento City Planning Division and the Sacramento Housing and Redevelopment Agency (SHRA) respectively. The City Manager, Planning and Development Director, and Agency Executive Director have determined that it is appropriate to modify the City's and the Agency's approach to managing the two projects. This decision was reached largely in response to the challenges that lie ahead for SP/Richards.

The first phase of the consultant's work plan is complete and "draft plans" have been framed. The next phase of the project involves infrastructure phasing, development of an overall financing/implementation program, and preparation of a joint EIR. The integrated management structure will help coordinate the City, the Agency, the property owners, and numerous local and state agencies' efforts to evaluate and frame responses, and if appropriate, make changes to the project.

This joint City/Agency report provides the following: (1) overview and current status of the SP and Richards Boulevard projects; (2) recommended changes to Agency and City position allocation plans to implement the integrated planning program; (3) augmentation to the Agency budget to carry out the final phase of the project and prepare the combined EIR; and (4) the revised timeline identifying the remaining schedule to complete the SP/Richards Study.

It is recommended that the City Council/Redevelopment Agency approve the attached resolutions concerning the organizational, procedural, and financial restructuring to complete the SP/Richards planning projects.

(1)

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BACKGROUND INFORMATION

In January 1989, the Redevelopment Agency of the City of Sacramento (RACS) initiated a redevelopment plan adoption process for the Richards Boulevard area pursuant to California Redevelopment Law.

On July 17, 1990, the City Council/Redevelopment Agency took final action to formally adopt the Richards Boulevard Redevelopment Area. This Redevelopment area is comprised of 1,310 acres, 240 of which is the Southern Pacific (SP) Railyards.

To date, these two projects have been undergoing coordinated but separate planning processes. Two planning processes were established primarily because of the varied planning time frames that were in place at the time the Redevelopment project area was established.

Recently, however, the need for coordinated, compatible plans and the newly identified integrated system of roadway and storm water/sewage system improvements have prompted staff consideration of an integrated management effort.

SP - PROJECT STATUS

Status Of Overall Planning Process

In February, 1990, the SP planning process began as a public/private planning partnership between the City and Southern Pacific Transportation Company. Under the direction of a Project Management Committee represented by the Planning and Development Department, the Sacramento Housing and Redevelopment Agency and the Southern Pacific Transportation Company, a multi-disciplinary consultant team headed by the ROMA Design Group was selected to prepare the SP Master Plan utilizing an extensive public participation planning program. The master planning process for SP to date has taken approximately 14 months to develop a conceptual land use plan. This process included six major public workshops, presentations to the governing bodies at key milestones, numerous meetings with special interest groups, neighborhood associations, and coordination meetings with State, regional and local agencies.

A detailed chronology of key events on the SP master plan process is described in Exhibit "A".

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Key Features Of The SP Master Plan

The Draft SP Master Plan proposes the following major land uses and features:

- Class A Office 4.0 million square feet
- Other Office 5.0 million square feet
- Housing 2,100 units
- Retail 492,000 square feet
- Parks/School 50 Acres
- Intermodal Facility located at the proposed future intersection of 7th and North B Streets. Facility would serve as a main interchange for light rail transit, taxis, buses, commuter rail, passenger rail and freight trains.
- Waterfront Promenade located on the Sacramento River adjacent to the Old Sacramento Historic Area and linking the Southern Pacific Railyard to Old Sacramento.
- Light Rail extension via 7th Street transit corridor.
- Roadway/Circulation System including extension of 5th, 6th, 7th and 12th Streets.
- Storm Water/Sewer System
- Fire Station

Status Of SP EIR

In April 1989, Council approved a consultant contract for preparation of the SP Environmental Impact Report (EIR). Under the direction of the City of Sacramento, Environmental Services Division, EIP Associates has completed the following work:

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September, 1989	Initial NOP Distributed (General Project Identified)
November, 1990	Final NOP Distributed (Specific Project description and scope of work identified)
November, 1990	Public Scoping Meeting

The EIR consultant has also compiled preliminary information on the SP project setting. Discussion on combining the SP EIR with the Richard Boulevard EIR is provided elsewhere in this report.

Status Of Hazardous Materials Remediation

On January 9, 1990, the Joint Budget and Finance/Transportation and Community Development Committee of the Council requested that the SP hazardous materials remediation program be reviewed by the Sacramento Environmental Commission. On January 10, 1990, staff from the City Planning Division, Southern Pacific, and the State Department of Health Services (DHS) provided information on the history and status of the hazardous materials remediation program to the Sacramento Environmental Commission. A subcommittee of the Commission was formed to further review the matter. On January 22, 1990, the subcommittee reported its findings and recommendations to the Environmental Commission. As a result, the Environmental Commission recommended to the City Council that the SP planning effort go forward and that the City hire a hazardous materials expert to provide an independent evaluation of the hazardous materials remediation program conducted to date and the anticipated future work program.

In July 1990, G. Fred Lee and Associates was retained by the City to carry out the request of the Environmental Commission. In October 1990, the consultant provided the city with a report summarizing his findings and recommendations. These findings and recommendations were subsequently presented to the Environmental Commission on February 11, 1991 and on March 25, 1991. At those meetings, City staff concurred with the general approach of the consultant recommendations and proposed a pro-active City program which would require the use of development phasing, buffer zones, corporate and financing guarantees, and other permit requirements to supplement the usual DHS remediation process and ensure the application of remediation standards consistent with the ultimate use or reuse of the property. City staff also proposed to incorporate these provisions in a Hazardous Substance Element to the SP Master Plan/Richards Area Specific Plan. The City

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is requesting Southern Pacific Transportation Company to provide funds in the amount of \$150,000 to retain the firm of Shute, Mihaly & Weinberger and a toxic consultant to assist in that effort. The Environmental Commission endorsed this approach. This matter will also come before the City Planning Commission, Sacramento Housing and Redevelopment Commission, and the City Council at future meetings under a separate staff report.

RICHARDS BOULEVARD - PROJECT STATUS

Status Of Overall Richards Planning Process

The Richards Boulevard Redevelopment process began in June, 1990, when a consultant was retained by Agency staff to conduct two public workshops to consider land use planning options for the Richards Boulevard area. The public workshops were initiated in an effort to parallel the planning process on the Southern Pacific Master planning project that was already underway.

In August, 1990, Agency staff selected the ROMA Design Group to continue this planning process and prepare a Specific Plan and associated urban design guidelines. To date, the planning process for Richards Boulevard has taken nine months to develop a conceptual land use and circulation plan. This process also involved an extensive public participation program. Four public workshops, numerous Project Area Committee (PAC) meetings, focus group meetings and progress reports to the governing bodies have occurred. A chronology of key events on the Richards Plan is described in Exhibit "B".

Key Proposals Of The Richards Planning Process

LAND USE PLAN - PRELIMINARY CONCEPT

- South of Richards Boulevard (new alignment)

Commercial office priority area reinforcing the intermodal station and Downtown as employment center.

- North of Richards Boulevard (new alignment)

Housing priority area and includes preservation of Dos Rios Housing Project.

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- Riverfront/I-5
Commercial/recreation priority area.
- East of No. 12th Street to Western Pacific Tracks
Mixed-use priority area includes small businesses, alternate housing, social services and retention of Basler/Dreher neighborhood.
- Industrial Preservation Zone
Industrial priority area which includes Blue Diamond Almond Growers.
- East of Western Pacific Tracks
Open space/passive park priority area.

CIRCULATION FRAMEWORK PLAN

1. Major North-South streets to be constructed include North 5th, 6th, 7th, and Gateway Boulevard (No. 12th Street).
2. Major East-West streets to be constructed include the Richards Boulevard Couplet and Riverfront Drive.

COMMUNITY FACILITIES, PARKS, AND SCHOOLS

1. The Plan will comply with all City Park and Open Space requirements.
2. A flexible approach shall be used to determine size and location of parks.
3. Community serving facilities such as fire, police, water, and sewer shall be identified.
4. A social service campus shall be constructed east of 12th Street and north of the SP tracks which includes both homeless and detoxification facilities and allows for open space, amenities, and possible relocation of additional non-profit social service providers.
5. Additional school site(s) shall be identified in relation to projected housing (i.e., estimated student population).

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Please note that the preliminary land use plan is still under public review and is subject to further refinement over the coming months.

Status Of Richards EIR

On October 17, 1990, the Richards Boulevard PAC adopted a motion recommending that the Redevelopment Agency retain EIP Associates to prepare an environmental impact report for the Richards Boulevard land use plan. Subsequent to this PAC meeting but prior to the Redevelopment Commission meeting of November 7, 1990, City environmental staff and Agency and representatives began to discuss the potential for combining the Richards Boulevard Specific Plan EIR with the Southern Pacific Master Plan EIR.

PROPOSED FEATURES OF THE INTEGRATED PLANNING PROGRAM FOR SP AND RICHARDS

A comprehensive planning program for the SP and Richards project areas would require a restructured plan for program implementation, program management, EIR preparation, project timing and project financing.

PROJECT MANAGEMENT

In February 1991, the City Manager, the Director of Planning and Development and the Executive Director of SHRA concluded that it was appropriate to modify the approach to managing the SP and Richards planning efforts. This decision was reached largely in response to interrelated planning features of the two projects and the need to establish one management team to coordinate input from City, Agency, property owners, PAC, and other local and state agencies.

The decision was made to develop an integrated management approach from this point forward and until the completion of the planning process, anticipated in early 1992. To accomplish this, Gene Masuda (Agency staff) will represent both the City and SHRA to act as the overall Project Director for SP and Richards for the duration of the project. Staff support to the Project Director will be provided by existing City and Agency staff currently assigned to the SP and Richards Boulevard planning studies. Exhibit "C" provides an overview of the proposed organizational structure. Mr. Masuda will coordinate the efforts of seven specialized technical teams made up of City staff, SHRA staff and consultants.

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ROMA CONTRACT and WORKSCOPE - RICHARDS BOULEVARD

On August 28, 1990, the Redevelopment Agency approved a scope of services and authorized execution of a contract with ROMA Design Group for preparation of a Specific Land use Plan, including urban design guidelines and implementation strategy. The original scope of services called for multiple tasks and work products, however, recently concerns have been raised about:

1. Development of a social service campus 'plan' which incorporates all community service providers in the area;
2. Development of mechanisms and regulations which minimize the potential for "non-conforming uses" in the final plan designation;
3. Preparation of additional maps and an illustrative plan which reflects in greater detail how phased development will take place on private parcels over time;
4. Preparation of a more detailed analysis of public infrastructure costs and funding sources which addresses the City of Sacramento's Cease and Desist Order for Water and Sewer, with emphasis on realistic phasing and financing options;
5. Expansion of the housing strategy which outlines requirements for developing housing in the Project Area, including retention of a Housing Specialist who will help to develop housing prototype proformas which address market-rate and subsidized housing in both high and low density configurations; and
6. Participation in the environmental process in the development of EIR alternatives and in on-going coordination.
7. Provision for additional meetings by ROMA to address PAC, property owners and technical review committee requirements.

The items listed above were either not included in the original scope of services or have been significantly expanded to achieve policy goals related to land use, financing, realistic implementation and the environmental process. An augmentation of \$85,000 to the original ROMA budget of \$300,000 to accomplish the expanded workscope tasks is proposed. The complete workscope is attached as Exhibit "D".

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EIP CONTRACT and WORKSCOPE TO PREPARE EIR

Staff recommends that a single EIR be prepared for the entire Richards Boulevard Redevelopment area, incorporating both the SP Master Plan and the Richards Area Specific Plan. The need for an integrated system of infrastructure improvements for both SP and Richards has compelled the City Environmental Services Division and Agency to combine the evaluation of the environmental impacts for both Projects, in order to evaluate the entirety of the project as required by the California Environmental Quality Act (CEQA).

A Notice of Preparation (NOP) detailing the scope of the combined environmental review was released for public review on April 15, 1991. Other key dates associated with the SP/Richards EIR are shown below:

- Notice of Preparation Circulated for 30-day
Public Review April 1991
- Draft EIR Circulated for 45-day Public Review .Aug 1991
- Public Meeting to Receive Comments on DEIR . Sept 1991
- Final EIR Circulated Jan 1992

EIP Associates had previously been contracted to prepare the EIR for SP. City and SHRA staff have directed EIP Associates to prepare a revised scope of work for the combined SP/Richards EIR. Two EIR contracts will be prepared in order to facilitate project management and segregate funding for the two projects. The combined workscope for the joint EIR is attached as Exhibit "E". The City is requesting Southern Pacific Transportation Company to provide funds in the amount of \$487,411 to pay for their share of the EIR cost. The Agency will contribute \$248,265 to the Richards share of the combined EIR, and requests that the City's Environmental Services Division manage this contract under a Master Agreement between the City and the Agency.

ENVIRONMENTAL COORDINATION AND TOXICS OVERSIGHT

City and Agency staff, in cooperation with the Southern Pacific management team, are recommending that the legal firm of Shute, Mihaly and Weinberger, specializing in CEQA law, be retained to administer and coordinate all environmental services and toxic oversight issues for the entire Richards Boulevard Redevelopment Area. This recommendation is responsive to the City Planning Commission's and City

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Council's directives to provide for oversight services in these areas. Staff also recommends that the City's Environmental Services Division manage this contract under a Master Agreement between the City and the Agency.

The City will serve as the lead agency for the combined EIR, with the City Environmental Services Division administering the EIR and the Hazardous Materials Element.

PROJECT TIMING

The modified coordinated planning approach for SP and Richards will necessitate a revised coordinated planning schedule that includes both projects. The proposed schedule for the SP/Richards Boulevard Planning Program is shown in Exhibit "F". Key dates from the proposed schedule are shown below:

<u>Document/Activity</u>	<u>Proposed Completion Date</u>
Preliminary Draft Plan - SP	June 1991
Preliminary Draft Plan - Richards	June 1991
Final Master Plan - SP	Aug 1991
Final Master Plan - Richards	Aug 1991
Draft EIR - SP/Richards	Aug 1991
Final EIR - SP/Richards	Jan 1992

POLICY CONSIDERATIONS

Southern Pacific Railyards Master Plan

The recommended integrated Management Plan will implement previous Council policy regarding the planning of the Southern Pacific Railyards Master Plan (M89-042).

Richards Boulevard Specific Plan

The recommended integrated Management Plan will implement previous Council and Redevelopment Agency policy regarding the planning of the Richards Boulevard Specific Plan.

Southern Pacific/Richards EIR

The recommended integrated Management Plan does not conflict with or deviate from existing City or Agency policies on environmental review procedures or consultant services practices.

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FINANCIAL DATA

Staffing Changes within Agency Organizational Structure - 1991 Budget

The assignment of Gene Masuda, Assistant Director of Community Development, as coordinator for the Southern Pacific and Richards Boulevard Project will require some internal reorganization of Agency staff. The assignment is anticipated to last for approximately one year, or from March 1, 1991 to March 1, 1992. Upon completion of this assignment, Gene Masuda will return full time to his former position at the Agency.

During this time frame, one existing SHRA Program Manager and one Assistant Planner will be assigned to assist Mr. Masuda in this activity. All other Downtown Development staff will report directly to the Director of Community Development. To assist the Director with the necessary administrative workload, Agency staff recommends the creation of a one-year limited term Analyst I position at a cost of \$38,500, including all salaries and benefits. This position can be absorbed in the 1991 Operating Budget utilizing existing salary savings.

Other changes within the Community Development Department will also be necessary to provide continuous departmental operations. Staff recommends the creation of a half-time Senior Community Development Planner position within the Economic Development Division. This permanent half-time position will assume responsibilities for the Downtown Cultural and Entertainment District and for Sacramento Heritage, Inc. programs. The cost for the position can be absorbed in the 1991 Operating Budget by reducing consultant costs and by utilizing existing salary savings. Total salaries and benefits are estimated at \$31,500. The half-time Senior Community Development Planner will result in a reduction in a half-time Associate Planner within the Neighborhood Development Division. The Neighborhood Development Division is also requesting a reclassification of a vacant Community Services Specialist position to a Program Technician position. This change is recommended because the current Division's needs do not require the skills of a Community Services Specialist, but rather a technical individual who has excellent communication and organizational skills. These changes within the Neighborhood Development Division will result in a budget savings of approximately \$37,000.

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In summation, staff recommends the amendment of the 1991 Agency budget to create one limited-term full-time Analyst I position, to create a half-time Senior Community Development Planner position, to eliminate a half-time Associate Planner position, and to reclassify a Community Services Specialist to a Program Technician position. (See Exhibit G)

Additional Consultant Services for Richards/SP Planning

The updated financing program for SP and Richards, jointly funded by the Southern Pacific Transportation Company and SHRA, reflects the following circumstances:

The existing budgets for SP and Richards will require supplemental funding to account for the modified, extended schedule and the anticipated consultant services necessary to complete the SP Master Plan, the Richards Specific Plan and the SP/Richard EIR.

All funds remaining from original project and EIR budgets have been accounted for in the determination of projected new costs and cost allocations.

Additional work products and tasks (Hazardous Materials Element, Development Agreements, Hazardous Materials Advisor) have increased some planning costs.

A summary of total project/EIR costs for SP and Richards are identified below:

PROPOSED FUNDING ALLOCATION Southern Pacific Railyards/Richards Boulevard

	<u>Funded By SP</u>	<u>Funded By SHRA</u>	<u>TOTAL COST</u>
<u>PROJECT STAFF</u>			
Environmental Planner(s)	\$ 50,000	\$ 50,000	\$ 100,000
SP Planner	\$ 27,258		\$ 27,258
Clerical	\$ 15,131		\$ 15,131
<u>PLANNING CONSULTANTS</u>			
Legal (Shute, Mihaly & Weinberger)	\$ 75,000	\$ 75,000	\$ 150,000
Hazardous Materials Consultant	\$ 75,000	\$ 25,000	\$ 100,000

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Development Agreement Negotiator		\$ 50,000	\$ 50,000
<u>EIR CONSULTANT</u>			
EIP Associates	\$181,291	\$248,265	\$ 429,556
City Consultant Contingency	<u>\$ 63,552</u>	<u> </u>	<u>\$ 63,552</u>
GRAND TOTAL	\$487,232	\$448,265	\$ 935,497
Remaining Balance from Funds Previously Deposited	<u>- 25,685</u>		
NET SP GRAND TOTAL	\$461,547		

The City of Sacramento will not assume any additional costs beyond those described in the January 30, 1990 City staff report about the Southern Pacific Master Plan and its companion resolutions. The Southern Pacific Company will provide funding for the activities listed in column 1 above.

The additional Agency contract costs for ROMA Design Group (\$85,000) shall be paid from a portion of a \$1 million loan from the City of Sacramento's Redevelopment Agency account and will eventually be repaid from future tax increment funds generated in the Richards Boulevard Redevelopment Area. This loan was approved by the Redevelopment Agency at its June 26, 1990 meeting. This amendment adds \$85,000 to the existing \$300,000 contract and is needed at this time to respond to both public policy issues and community-wide issues and concerns on a more comprehensive basis.

The professional services contracts for preparation of the EIR, including City staff services and toxics oversight programs will be managed under a Master Agreement between the City and the Agency. The additional funds needed to augment the Agency Budget is \$448,265. Staff recommends that the Agency enter into a loan agreement totalling \$450,000 with the City. The loan will be repaid from future Richards Boulevard tax increments.

Summary of Funding For Project

In conclusion, the additional funds required to complete the project are \$ 935,497. Of this amount, Southern Pacific will provide \$ 461,547, and the Agency will provide \$448,265.

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MBE/WBE EFFORTS

This report recommends amendments to existing or previously approved contracts with ROMA Design Group and EIP Associates, therefore MBE/WBE policies are not applicable.

VOTE AND RECOMMENDATION OF THE PROJECT AREA COMMITTEE

On March 25, 1991, the Richards Boulevard Project Area Committee (PAC) adopted a motion recommending that the City and the Agency approve the integrated management process for the Richards Boulevard and Southern Pacific Master Plan(s), as well as the amendment to the scope of services for ROMA Design Group and an environmental services contract for the Richards Boulevard Specific Plan by the following vote:

AYES:	Bunnell, Chatfield, Eldredge, Fletter, Gonzales, Johnston, McFarland, Nott, Otto, Pyles
NOES:	None
ABSENT:	Saar

VOTE AND RECOMMENDATION OF THE SACRAMENTO HOUSING AND REDEVELOPMENT COMMISSION

On May 1, 1991, the Sacramento Housing and Redevelopment Commission adopted a motion recommending approval of the attached Agency resolutions. The votes were as follows:

AYES:	Cespedes, Diepenbrock, Pernell, Simon, Williams, Wooley, Yew, Strong
NOES:	None
NOT PRESENT TO VOTE:	Amundson, Simpson
ABSENT:	Moose

CITY STAFF RECOMMENDATION

City staff recommends that the City Council adopt the attached resolution which:

1. Approves the integrated management plan for the Southern Pacific Railyards Master Plan and Richards Boulevard Specific Plan; and

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2. Authorizes the City Manager to execute a Master Agreement with the Redevelopment Agency of the City of Sacramento for Environmental Services and Toxic Oversight contracts for the Richards Boulevard Redevelopment Area; and
3. Authorizes the City Manager to execute an amendment to a contract with EIP Associates for professional services in connection with the Southern Pacific EIR; and
4. Authorizes the City Manager to negotiate and to execute a loan agreement between the City of Sacramento and the Redevelopment Agency of the City of Sacramento for Richards Boulevard Planning purposes; and
5. Authorizes the City Manager to execute a contract with EIP Associates for professional services in connection with the Richards Boulevard EIR; and
6. Authorizes the City Manager to execute a contract with Shute, Mihaly and Weinberger for professional legal and toxic oversight services for the Richards Boulevard Redevelopment Area.

SHRA STAFF RECOMMENDATION

SHRA staff recommends that the Agency adopt the attached resolutions which:


1. Approves the integrated management plan for the Southern Pacific Railyards Master Plan and Richards Boulevard Specific Plan; and
2. Authorizes the Executive Director to amend the 1991 Agency Budget to provide for additional staff and consultant services in connection with recommendation number one above; and
3. Authorizes the Executive Director to execute a Master Agreement with the City of Sacramento for Environmental Services and Toxics oversight contracts for the Richards Boulevard Redevelopment Area; and
4. Authorizes the Executive Director to negotiate and to execute a loan agreement between the City of Sacramento and the Redevelopment Agency of the City of Sacramento for Richards Boulevard Planning purposes; and
5. Authorizes the Executive Director to increase the 1991 Agency Budget to provide for loan funds received as part of the Master Agreement and new loan agreement; and


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6. Authorizes the Executive Director to execute an amendment to a contract with ROMA Design Group for professional services in connection with the Richards Boulevard Land Use planning process.

Respectfully submitted,


JOHN E. MOLLOY
Acting Executive Director


ROBERT P. THOMAS
Acting Director
Planning and Development Department
City of Sacramento

TRANSMITTAL TO COUNCIL:

WALTER J. SLIPE
City Manager

Contact Person: Gene Masuda, 440-1355

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RESOLUTION NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF _____

**APPROVING INTEGRATED MANAGEMENT PLAN FOR SOUTHERN PACIFIC
RAILYARDS MASTER PLAN AND RICHARDS BOULEVARD SPECIFIC PLAN;
VARIOUS MATTERS REGARDING RELATED CONTRACTS
WITH EIP ASSOCIATES AND SHUTE, MIHALY AND WEINBERGER;
AND RELATED MASTER AGREEMENT WITH THE
REDEVELOPMENT AGENCY OF THE CITY OF SACRAMENTO**

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF
SACRAMENTO:

Section 1: The modified planning approach set forth in the attached report dated May 14, 1991 and entitled "Integrated Management Plan for the Southern Pacific Railyards Master Plan and Richards Boulevard Specific Plan," is hereby approved.

Section 2: The City Manager is authorized to execute a Master Agreement (as approved by the City Attorney) with the Redevelopment Agency of the City of Sacramento for City's preparation of environmental documents and oversight of the toxics program for the Richards Boulevard Redevelopment Project Area.

Section 3: The City Manager is authorized to execute an amendment to the agreement for preparation of an environmental impact report with EIP Associates for the Southern Pacific Master Plan, to expand the Scope of Services and increase the total contract amount by not more than Two Hundred Twenty-Five Thousand Seven Hundred and Ninety-One Dollars (\$225,791). The total contract amount shall not exceed Four Hundred Eighty-Seven Thousand Dollars (\$487,000).

Section 4: The City Manager is authorized to negotiate and to execute a loan agreement with the City to the Redevelopment Agency of the City of Sacramento for Richards Boulevard planning purposes in the amount of \$450,000 and to disburse such funds.

(17)

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

Section 5: The City Manager is authorized to execute an agreement with EIP Associates for preparation of an environmental impact report for the Richards Boulevard Redevelopment Plan in an amount not to exceed Two Hundred Forty-eight Thousand Two Hundred Sixty-five Dollars (\$248,265).

Section 6: The City Manager is authorized to execute an agreement with Shute, Mihaly and Weinberger for professional legal and toxic oversight services for the Southern Pacific Master Plan and Richards Boulevard Specific Plan, in an amount not to exceed Two Hundred Fifty Thousand Dollars (\$250,000).

Section 7: This Resolution shall take effect immediately.

MAYOR

ATTEST:

CITY CLERK

(18)

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FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

RESOLUTION NO.

ADOPTED BY THE REDEVELOPMENT AGENCY OF THE CITY OF SACRAMENTO

ON DATE OF _____

**INTEGRATED MANAGEMENT PLAN FOR SOUTHERN PACIFIC RAILYARDS
MASTER PLAN AND RICHARDS BOULEVARD SPECIFIC PLAN;
RELATED BUDGET AMENDMENTS; RELATED MASTER
AGREEMENT WITH THE CITY OF SACRAMENTO; RELATED
AMENDMENT TO ROMA DESIGN GROUP CONTRACT**

BE IT RESOLVED BY THE REDEVELOPMENT AGENCY OF THE
CITY OF SACRAMENTO:

Section 1: The modified planning approach set forth in that certain report dated May 14, 1991 and entitled "Integrated Management Plan for the Southern Pacific Railyards Master Plan and Richards Boulevard Specific Plan," is hereby approved.

Section 2: The Executive Director is authorized to amend the 1991 Agency Budget to reallocate downtown tax increment funds in the amount of \$70,000 required as a result of Richards Boulevard staffing needs in accordance with the staff report referenced in Section 1 above.

Section 3: The Executive Director is authorized to execute and take all actions reasonably necessary to carry out the provisions of the Master Agreement (as approved by Agency Counsel) with the City of Sacramento for City's preparation of environmental documents and oversight of the toxics program for the Richards Boulevard Redevelopment Project Area.

Section 4: The Executive Director is authorized to negotiate and to execute a loan agreement with the City of Sacramento for Richards Boulevard Redevelopment Area planning purposes in the amount of \$450,000.

Section 5: The Executive Director is authorized to increase the 1991 Agency Budget by \$448,265 to provide for loan funds received under the Master Agreement between the Redevelopment Agency and the City of Sacramento.

(19)

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

Section 6: The Executive Director is hereby authorized to execute the amendment to the agreement for preparation of a Specific Plan Designation and Urban Design Guidelines with Roma Design Group, substantially in the form attached, expanding the Scope of Services and increasing the total contract amount not more than Eighty-five Thousand Dollars (\$85,000). The total contract amount shall not exceed Three Hundred Eighty-five Thousand Dollars (\$385,000). The 1991 Budget for Richards Boulevard planning shall be increased by Eighty-Five Thousand Dollars (\$85,000).

Section 7: This Resolution shall take effect immediately.

CHAIR

ATTEST:

ASSISTANT SECRETARY

(20)

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FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

SOUTHERN PACIFIC CHRONOLOGY OF KEY EVENTS

- April 27, 1989 • City Council approved a joint public/private planning program for the SP project.
- City Council approved a consultant contract for preparation of the SP EIR.
- July 25, 1989 • City Council endorsed a specific SP work program.
- October, 1989 • ROMA Design Group and a team of subconsultants were selected to prepare a conceptual Master Plan.
- Jan. 10, 1990 • SP Consultant provided an overview and status of the toxics investigation to the Environmental Commission.
- February, 1990 • Consultant team began work on Draft Master Plan.
- March 31, 1990 • First SP Public Meeting to present base information and receive community input.
- April 28, 1990 • Second SP Public Meeting to present planning opportunities and constraints on the project site and receive community input.
- May 22, 1990 • Project Status Report presented to the City Council.
- June 2, 1990 • Third SP Public Meeting to present alternative planning proposals and receive community input.
- July 14, 1990 • Fourth SP Public Meeting to present a recommended concept and receive community input.
- August 8, 1990 • Environmental Commission meeting to provide a status report on toxic issues.
- August 25, 1990 • Fifth SP Public Meeting to present a draft master plan and receive community input.
- July, 1990 • City Toxic Consultant hired to evaluate the SP toxic remediation program

- Oct. 16, 1990 • Draft Master Plan presented to a joint meeting of the Budget and Finance/Transportation and Community Development Committees.
- Feb. 11, 1991 • Results of the Toxic Consultant evaluation presented to the Environmental Commission.
- Feb. 22, 1991 • Sixth Public Meeting to provide SP Project update and present the completed downtown model showing SP at full build-out.
- March 25, 1991 • Hazardous materials review report findings presented to the Environmental Commission.

RICHARDS BOULEVARD CHRONOLOGY OF KEY EVENTS

June 13, 1990. ROMA Design Group conducted an initial public meeting with Richards residents and Councilperson Heather Fargo.

June 20, 1990 ROMA Design Group attended Richards PAC meeting [continuous throughout process].

June 25, 27, 1990 First Richards Public Workshop to present planning opportunities and constraints and evaluate planning alternatives.

July 17, 1990 City Council and Redevelopment Agency adopted the Richards Boulevard Redevelopment Area.

August 28, 1990 Redevelopment Agency authorizes execution of Land Use Planning Contract with ROMA Design Group.

October 10, 1990 ROMA Design Group conducted a public meeting, meets with Richards residents and Councilperson Heather Fargo.

October 24, 1990 Second Public Workshop to present an initial land use concept and a proposed circulation plan.

December 12, 1990 Third Public Workshop to present revised land use concept and modified circulation plan.

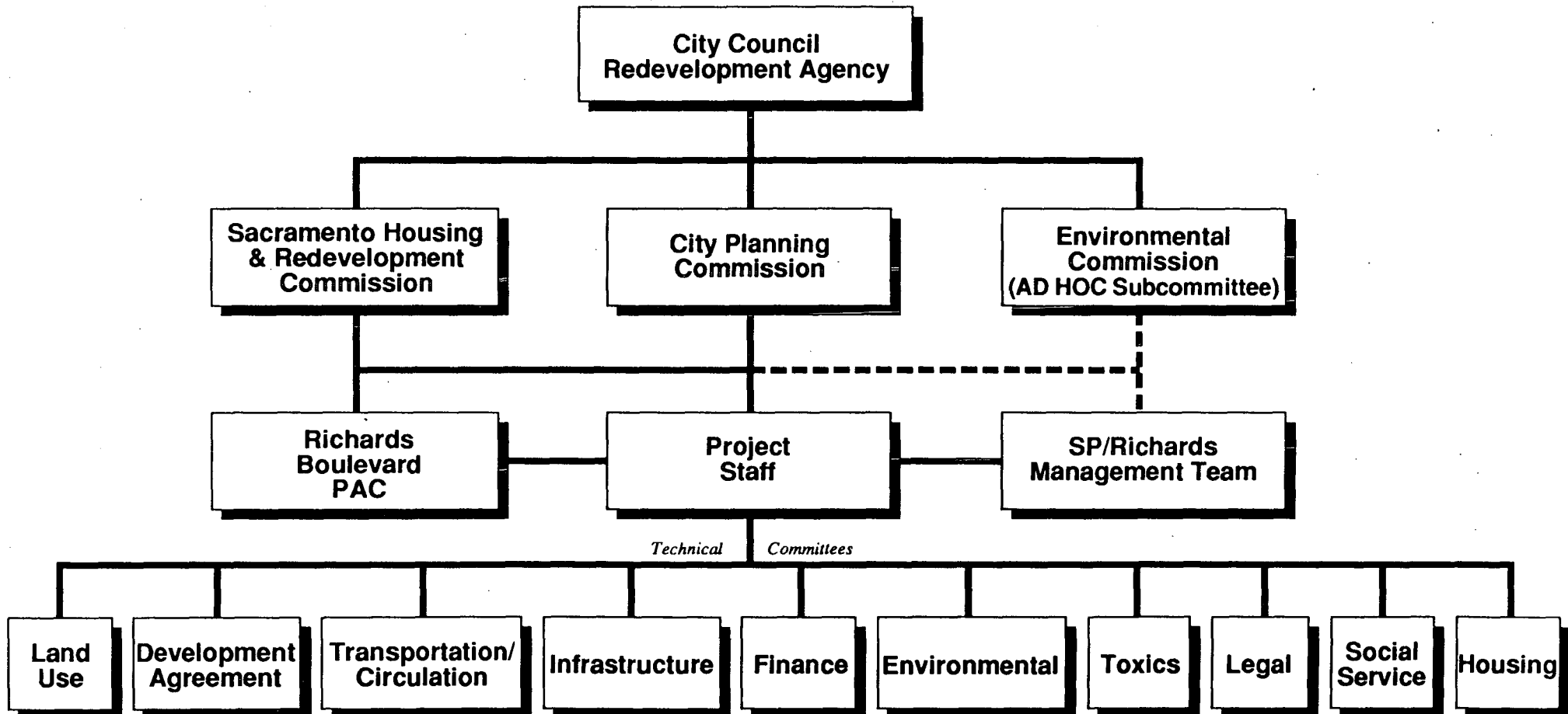
January 3, 1991 Status Report and Presentation to City Planning Commission.

February 6, 1991 Status Report presented to Housing and Redevelopment Commission.

February 12, 1991 Status Report and Presentation presented to Joint Council Committees.

March 14, 1991 Richards Boulevard Property Owners Reception and Open House

SOUTHERN PACIFIC/RICHARDS BOULEVARD REORGANIZATION



ROMA

RICHARDS BOULEVARD REDEVELOPMENT AREA SCOPE OF ADDITIONAL SERVICES FEBRUARY 7, 1991

INTRODUCTION

The current process to develop a Richards Boulevard Redevelopment Area Master Plan has progressed over six months through a series of public meetings and workshops. In the course of the planning process, it has become increasingly apparent that specific issues related to the financing of public improvements and the development of housing within the area will require further research and a more detailed analysis than was originally anticipated in ROMA's contract for consulting services. The issues related to infrastructure and land use are complex and interrelated. Decisions made today will have a significant impact on property owners, businesses and public policy over the life of the plan.

The ROMA team has developed preliminary infrastructure costs for the Redevelopment Area. The improvements are extensive and complex in terms of implementation. The consultant team has been working closely with public agencies to determine the phasing and potential financing for these public improvements. Additional meetings and analysis are required beyond the terms of ROMA's current contract.

Housing is a high priority of the City Council and Redevelopment and Planning Commissions. The implementation of the Council's mandate to increase housing within the Richards Boulevard Area requires an analysis of financial and market feasibility that will lead to the establishment of a long-term coherent public policy. Housing in an industrial area will not grow out of land use regulation alone. The anticipated allocation of funds for acquisition, relocation, and improvement of the overall environment must be assessed and incorporated into an implementation program that is more detailed and comprehensive than was included in the current contract.

In addition to the issues related to implementation, we need a more detailed plan of the phasing and ultimate buildout of the area in order to help the business community visualize the overall transformation of the area. The plan should go beyond illustrating public improvements as provided in the current contract to showing how phased development could take place on private parcels over time. The preparation of these materials will lead to better understanding and build support for the plan.

Currently, assistance with the EIR is not included in ROMA's contract. It is most effective to have ROMA assist EIP (the Redevelopment Agency's environmental consultant) prepare program alternatives for the EIR. In addition, ROMA needs to coordinate with the EIR consultants during preparation of the EIR.

ROMA

Due to the complexity of the plan and the political nature of the public planning process, the time schedule for our services has been extended. Additional meetings with the PAC, Planning and Redevelopment Commissions, City Council and City staff have been and will be required in order to assist decision makers in gaining a better understanding of the plan.

Task 1: Public Infrastructure Implementation Strategy

This task includes additional meetings and analysis related to the preparation of a public infrastructure implementation approach. ROMA will meet with representatives of City Finance and Public Works Departments, Redevelopment Agency, State and Federal Agencies and other consultants and advisors in order to prepare a more detailed analysis of the potential sources and uses of funds as they would be applied to improving the public infrastructure of the area. Approximately six additional meetings in Sacramento, updating of infrastructure costs, and additional economic analysis of funding sources beyond the Agency's tax increment are included in this task.

Task 2: Housing Implementation Approach

In this task ROMA and a housing specialist approved by the Redevelopment Agency will prepare an expanded housing element that outlines the requirements for developing housing within the Richards Boulevard Redevelopment Area. In particular, the team will examine issues related to the market potential for the economic feasibility of market rate and affordable housing. Issues related to phasing, land assemblage, appropriate densities, building prototypes, subsidies and zoning will be addressed in a series of informal meetings and workshops which involve representatives of the Redevelopment Agency and City Planning Departments as well as outside housing advisors and developers on an ad hoc basis. The appropriate approach to housing implementation will be identified and incorporated into the Recommended Draft Plan.

Task 3: Phased Illustrative Plan

In this task ROMA will prepare an illustrative plan and other graphic materials in greater detail than previously anticipated for the Richards Boulevard Redevelopment Area. The purpose of the plan is to illustrate the overall vision for the area at buildout. The plan will also be developed to illustrate two phases with the intention of showing property and business owners how existing buildings could remain within the changing context of the area around them. In addition, this task will include the preparation of a birds eye rendering that gives three dimensional form to the illustrative plan. The preparations of the illustrative materials also allows the consultant the opportunity of testing plan policies and developing design guidelines which are more responsive to site environmental and market conditions.

ROMA

Task 4: EIR Related Services

This task includes assistance in the development of EIR alternatives and ongoing coordination with the EIR consultant during preparation of the EIR within the budget limits.

Task 5: Additional Meetings Beyond the Scope of the Contract

In the course of our current contract we have attended and continue to attend unanticipated meetings with City staff, property owners, City Council members, business owners, and members of the Redevelopment Agency, the Planning Commission, and the City Council. In addition, we have attended special meetings with the Redevelopment Agency staff related to the design and development of the social service campus. These meetings are required to maintain momentum and political support for the project. This task assumes ROMA's attendance at approximately twelve meetings in Sacramento that have either been attended or will be attended outside of the terms of the existing contract.

Fee for Additional Services

Task 1: Public Infrastructure Implementation Strategy	\$10,000
Task 2: Housing Implementation Approach	\$20,000
Task 3: Phased Illustrative Plan	\$20,000
Task 4: EIR Related Services	\$15,000
Task 5: Additional Meetings Beyond Scope of Current Contract	\$20,000
TOTAL	\$85,000

SCOPE128

EXHIBIT E
OUTLINE AND SCOPE FOR THE
SOUTHERN PACIFIC MASTER PLAN
AND RICHARDS BOULEVARD SPECIFIC PLAN EIR

Preface

Summary of why the EIR is being prepared, the purpose of the EIR, and the relationship of the EIR to the joint public/private planning process.

Project Description and Environmental Setting

Description of the project proposed by the applicant, including the distinction between the conceptual master plan and the detailed site plan. The project description will include infrastructure changes and a discussion of project phasing. Description of the proposed alternative development plans and their characteristics (including site plans and elevations).

Alternatives

Brief description of the process undertaken to formulate the alternative development plans, including a summary of the principles, objectives, and criteria for development of the site and how the alternatives satisfy the selected objectives. Description of the environment in the vicinity of the project site, as it exists prior to the development of any of the alternative plans.

Summary of Conclusions

Discussion of all phases of the project, as outlined in Section 15126 of the CEQA Guidelines.

1. The significant environmental effect of the proposed project including cumulative effects.
2. Any significant environmental effects of the proposed project which cannot be avoided if the project is implemented.

3. Mitigation measures proposed to minimize the significant effects. Mitigation measures should be developed that can reasonably be expected to reduce significant adverse impacts to less than a significant level. The expected reduced of impacts should be quantified in the text of the report. The mitigation measures shall be specific and shall be written to be easily incorporated into a monitoring program. Work with the City to propose methods to monitor mitigation measures.
4. The purpose of the evaluation of alternatives is to provide decision-makers with a summary assessment of the comparative effects of alternative projects, focusing on the significant, unavoidable impacts, both snort and long term, and on mitigation measures to such impacts. The evaluation of the alternatives shall compare, in a summary form, key impacts such as traffic circulation, alternative forms of transportation, toxics, air, housing, and visual quality impacts to the city. A summary table will be provided that contains a comparative evaluation of the impacts and mitigation of each of the alternatives. The specific alternatives to b evaluated are (see Tables 4 through 6):

A. No Project

The project site would not be developed as proposed and the property would be maintained in its present use. Under the No Project alternative, the rail line would remain as is and the south and west portions of the Southern Pacific site could be used only for existing transportation-related activities. Ninety-nine acres in the north and northeast portions of the Southern Pacific site would be dedicated to 1.6 million square feet of transportation-related industrial development.

Under the No Project alternative, 6 million square feet of warehouse/ industrial would remain in the RBSP area (as opposed to 900,000 square feet under the project). The government center would be 2.8 million square feet of new office development. Another 3.9 million square feet of existing and new space would include housing, institutional, office, retail, and hotel uses.

Total development under this alternative would include 14.3 million square feet.

B. South of Shops

As in the No Project Variant, the railroad tracks would be moved toward the center of the SP site, immediately south of the Central Shops area. The property to the south of the tracks would be rezoned for office and commercial. This alternative will assume 12.1 million square feet of office space, 160,000 of retail/entertainment, and 170,000 square feet of public/

cultural space, as well as 500 hotel rooms (400,000 square feet) on the SP site. Total development for the SPMP would result in 13.19 million square feet.

Under this alternative, the RBSP area would have 4.34 million square feet of office space. The remaining uses would include 6,100 residential units, a 2.3 million-square-foot government center, 390,000 square feet for retail, 70,000 square feet for institutional uses, 1,750 hotel rooms, and 1.35 million square feet of industrial and warehouse use. Total development in the RBSP area would result in 17.17 million square feet of space.

The combined development would include 16.44 square feet of office space, the 2.3 million-square-foot government center, and 5,800 housing units, as well as 1.8 million square feet of hotel with 2,250 rooms, and 240,000 square feet for cultural space. Total development for the project would equal 30.36 million square feet.

C. High Residential/Low Office

The rail line would be moved to the northern alignment of the Southern Pacific site. More than half the SP site would be developed with 3,200 residential units (3.8 million square feet). Office and retail/entertainment uses would be located in the southeast portion of the site. Development would include, in addition to residential units, 5.1 million square feet of office space, 500,000 square feet of retail/entertainment, 500,000 square feet of hotel space (640 rooms), and 130,000 square feet of cultural space, for a total of 10.03 million square feet.

This alternative would increase housing in the RBSP area to 8,300 units, for 10 million square feet. Office space would be reduced to 6.27 million square feet. The Government Center would be 2.6 million square feet. Other uses would remain in the same configuration as the project. RBSP area new development would total 22.27 million square feet.

The combined project would result in 13.8 million square feet of housing, or 11,900 units, 11.37 million square feet of office space, a 2.6 million-square-foot government center, and 200,000 square feet of cultural/institutional space, with other uses being identical to the project. The project total for development would be 32.3 million square feet.

D. High Residential/Low Office Variant 1

This alternative would be similar to "C", except that office/commercial development in the SPMP would increase to 6.26 million square feet. At

2,900 units, residential use would be slightly lower than Alternative C. Cultural/institutional space would be 150,000 square feet. Total development in the SPMP area would result in 10.91 million square feet.

RBSP office space would be slightly higher, 6.47 million square feet, than the previous alternative. The government center would be reduced to 2.3 million square feet.

Total new development under this project would include 12.73 million square feet of commercial/office space and 11,200 housing units. Total development would result in 33.08 million square feet.

E. High Office/Low Residential

Similar to the Project and Alternatives "C" and "D", the rail line would be moved to the northern border of the SP site. Office space in the SPMP area would be the major use on the site, with 13 million square feet. There would be 1,000 residential units for 1.2 million square feet. Cultural space would account for 320,000 square feet, hotel space for 500,000 square feet (640 rooms) and retail/entertainment space for 500,000 square feet. Total development for the SP site would include 15.52 million square feet.

Under this alternative, office space in the RBSP area would be increased to 16.5 million square feet and housing would be reduced to 2.8 million square feet or 2,300 units. There would be 2,250 hotel rooms (1.75 million square feet) in the Richards area. Total RBSP development would equal 25.65 million square feet.

The combined project would include 29.5 million square feet of commercial office space and 4.0 million square feet of housing, or 3,300 units. Total development would add 41.17 square feet to the project area.

In addition to the above-described alternatives, a series of "Special Considerations" which have implications for land use relationships in the project area will be evaluated in the EIR. Such Special Considerations will include, but are not limited to, the following:

- ▶ **Intermodal Station Location:** Several possible station locations will be evaluated, including the existing Amtrak station, 7th Street, and the location proposed in the project.
- ▶ **Sacramento River Bridge:** The advantages and disadvantages of building a new bridge north of the "I" Street Bridge will be discussed.

- ▶ **Historic Preservation:** Various configurations of the SP shops will be evaluated.
 - ▶ **Circulation in Richards Boulevard Area:** The use of one-way and two-way streets and variations for interchanges will be discussed.
 - ▶ **Location of Schools:** The project will require additional schools. This section will analyze possible locations for new schools.
5. The relationship between local short-term uses of the environment and the maintenance and enhancement of long-term productivity.
 6. Any significant irreversible environmental changes which would be involved in the proposed alternative development plans, should they be implemented.
 7. The growth-inducing impact of the proposed alternative development plans.

TABLE 4
SOUTHERN PACIFIC MASTER PLAN
ALTERNATIVES CONFIGURATION
(Millions of Square Feet)

	Existing	Project	A No Project	B South of Shops	C High Residential/ Low Office	D High Residential/ Low Office Variant 1	E High Office Low Residential
Office	0	9.62	0	12.1	5.1	6.26	13.0
Residential (Units)	0	2.88 (2,400u)	0	0.36 (300u)	3.8 (3,200u)	3.5 (2,900u)	1.2 (1,000u)
Industrial/ Flexible Space	.6	0	1.6	0	0	0	0
Cultural/Institutional	0	.32	0	.17	.13	.15	.32
Retail/Entnmt.	0	.5	0	.16	.5	.5	.5
Hotel (Rooms)	0	.5 (640r)	0	.4 (500r)	.5 (640r)	.5 (640r)	.5 (640r)
TOTAL	.6	13.82	1.6	13.19	10.03	10.91	15.52

TABLE 5
RICHARDS BOULEVARD SPECIFIC PLAN
ALTERNATIVES CONFIGURATION
 (Millions of Square Feet)

	Existing	Project	A No Project	B South of Shops	C High Residential/ Low Office	D High Residential/ Low Office Variant 1	E High Office Low Residential
Office	.85	11.10	1.85	4.34	6.27	6.47	16.5
Government Center	1.0	2.3	2.8	2.3	2.6	2.3	2.6
Residential (Units)	.35 (283u)	4.956 (4,130)	.35 (283u)	7.32 (6,100u)	10 (8,300u)	10 (8,300u)	2.8 (2,300u)
Industrial/Flex Space	6.0	1.35	6.00	1.35	1.35	1.35	1.35
Cultural/Institutional	.11	.07	.11	.07	.07	.07	.07
Retail/Entertainment	.26	.58	.39	.39	.58	.58	.58
Hotel (Rooms)	.7 (1,400r)	1.4 (1,750r)	1.2 (1,500r)	1.4 (1,750r)	1.4 (1,750r)	1.4 (1,750r)	1.75 (2,250r)
TOTAL	9.27	21.756	12.7	17.17	22.27	22.17	25.65

TABLE 6
SOUTHERN PACIFIC MASTER PLAN AND RICHARDS BOULEVARD SPECIFIC PLAN
COMBINED ALTERNATIVES CONFIGURATION
(Millions of Square Feet)

			A	B	C	D	E
	Existing	Project	No Project	South of Shops	High Residential/ Low Office	High Residential/ Low Office Variant 1	High Office Low Residential
Office	.85	20.72	1.85	16.44	11.37	12.73	29.5
Government Center	1.0	2.3	2.8	2.3	2.6	2.3	2.6
Residential (Units)	.35 (283)	7.836 (6,530u)	.35 (283u)	7.68 (5,800u)	13.8 (11,900u)	13.5 (11,200u)	4.0 (3,300u)
Industrial/Flex	6.6	1.35	7.6	1.35	1.35	1.35	1.35
Cultural/Institutional	.11	.39	.11	.24	.20	.22	.39
Retail/Entnmt.	.26	1.08	.39	.55	1.08	1.08	1.08
Hotel (Rooms)	.7 (1,400r)	1.9 (2,390r)	1.2 (1,500r)	1.8 (2,250r)	1.9 (2,390r)	1.9 (2,390r)	2.25 (2,890r)
TOTAL COMBINED DEVELOPMENT	9.87	35.576	14.3	30.36	32.30	33.08	41.17

SCOPE OF WORK

Environmental Assessment

The planning team will be responsible for conducting research and compiling the technical data, consisting of the existing setting and the future baseline conditions for each of the alternatives for each of the following subject areas. The environmental consultant shall be responsible for working closely with the planning team during the initial scoping and formation of assumptions to be used in data gathering to ensure that adequate and appropriate baseline data is developed. The planning team shall provide the developed baseline data to the environmental consultant. The environmental consultant shall be responsible for utilizing this base data to fully analyze the specific impacts and cumulative impacts for each of the following subject areas for each of the alternative development plans. The analysis will be either quantitative or qualitative, as appropriate, for each of the alternatives, and the analysis will identify mitigation measures for all of the impacts for each alternative. If necessary, any additional technical data needed for the analysis of specific and cumulative impacts can be developed by the planning team at the request of the environmental consultant and the direction of the City.

The following scope describes the detailed scope of the environmental analyses to be included in the EIR. "Project" refers to the entire scope of the EIR analysis, that is, the SPMP and the RBSP. Where necessary, differences between the analyses of the SPMP and the RBSP are identified.

1 Land Use, Zoning, and Adopted Plans

- A. A setting section will establish the land use context for the project by surveying, mapping, and describing, in text, land use types, intensities, and patterns on the project area and in the project vicinity. Sites susceptible to redevelopment will be mapped and described.
- B. The EIR will establish the context for cumulative land use changes in the future by identifying (in tabular and graphic forms) all projects which are appropriately addressed in the analysis of future cumulative impacts. The list of projected development will be provided by City staff and is anticipated to include approved projects, projects under construction, planned projects with formal applications,

known projects, as well as the proposed project. This list of projects will be added to the background growth described in the Adjusted Truxel Data Base.

- C. To provide the basis of an analysis of the relationship of the project to the City zoning ordinance, the EIR will describe and map the existing zoning districts near the project site and describe the applicable zoning controls relative to the proposed project.
- D. The EIR will provide a review of all appropriate planning documents which provide guidance for development on or near the site, including, but not limited to, the City General Plan, the Central City Community Plan, the Combined Downtown Redevelopment Plan, Richards Boulevard Redevelopment Plan, the Sacramento Urban Design Plan, the Capital Area Plan, the Riparian Parkway Plan, North and South Natomas Community Plans, and the North Natomas Settlement Agreement. As with the zoning ordinance above, the appropriate planning policies relative to the proposed project will be described.
- E. The EIR will describe potential land use impacts related to changes in the type, intensity, or pattern of land uses on the project site or in the vicinity of the project site due to project and other cumulative projects within the immediate vicinity of the project site. Changing land use patterns, expected with the proposed project and/or other cumulative projects, would be discussed not only in relation to existing land uses but also in relation to recent trends in changing land use patterns.
- F. The Sacramento General Plan and the Urban Design Plan contain policies that encourage the intensification of development in the Central Business District area of the Central City. Successful implementation of these policies will require a strong economic market demand for land and building space in the Central Business District. The development of the proposed project area could serve to undermine the market for building space in the Central Business District by capturing demand in another part of the Central City. The EIR will qualitatively evaluate the role of the project in determining the ultimate physical development of the Central Business District.
- G. The EIR will evaluate the impact on land use in the Richards Boulevard Area resulting from project-related circulation improvements and the relocation of the SP tracks.
- H. The EIR will analyze and describe, in text and tables, the relationship between the project and the provisions of the Sacramento Zoning Code.
- I. The characteristics of the project would be compared and evaluated for conformance with the objectives, policies, and programs of the related planning documents described in Subtask D, above. In each case, the document will

ascertain whether the project is in conformance or non-conformance with the variety of plan policies related to the development of the project site.

- J. The project will be evaluated for consistency with the policies of the State Lands Commission and Southern Pacific title restrictions.
- K. The EIR will review the relationships between land use planning and the regulatory environment surrounding hazardous waste remediation.
- L. The City's legal liability under State and Federal hazardous materials regulations will be discussed.
- M. The EIR will identify meaningful mitigation measures to diminish any significant environmental effects that are discovered. Measures evaluated could relate to characteristics of the project design or uses, or suggested changes or additions to planning policies related to development in the vicinity of the project.

2 Population

- A. A setting section will describe the existing population setting in the project vicinity. Up-to-date existing data sources will be used, including census updates, SACOG information, as well as data from the General Plan study and any information generated through the studies for the Richards Area Redevelopment Plan. The information presented will include, but will not be limited to:
 - Total population and households
 - Household size
 - Age by sex
 - Ethnic mix
 - Education
 - Distribution of household income
 - Employment by industry
 - Employment location
- B. The EIR will map and describe in text any known projects that would significantly alter the population characteristics in the vicinity of the project site.
- C. The EIR will include an analysis of the potential impacts of the project on population growth and characteristics in the project area. In particular, the evaluation will address potential cumulative effects of the numerous office projects anticipated in the greater downtown area on the population of the area.

- D. If significant adverse effects are identified, the EIR will explore policy level measures that would minimize the effects of the project on the population of the project area.

3 Housing

- A. EIP will work with the planning team to describe the existing housing stock in the project area and vicinity. Information will be presented on existing conditions and recent trends related to total number of units, unit type (single family, multifamily), unit tenure (owner, renter) and the condition of housing units. Existing documented information will be used for the description of the housing setting; in particular, sources will include the May 1988 Housing Study by Laurin Associates, the recent "R" Street Corridor Housing Study Feasibility Analysis, the Sacramento Central City Housing Strategy Study, the Housing analysis prepared by the Planning team, and existing standard sources from the SHRA and the State Department of Finance.
- B. Based on the generation of new employment in the proposed project, the EIR will evaluate potential impacts on the housing market (both demand and supply sides), particularly as it related to housing in the downtown area, including the "R" Street Corridor.
- C. The EIR will evaluate the potential balance of jobs and housing in the proposed project. The ratio of jobs to housing in the Southern Pacific Railyards Project will affect the transportation system, the public services required, congestion in the area, and the overall character of the project area. The potential success of the project in providing both housing and employment for people may play an important role in future traffic and parking congestion in the project area, and may, in fact, play a part in determining the ultimate success of the project. The City has established a framework for this type of analysis in the "R" Street Corridor Housing Study.
- D. In the event that significant impacts on housing are identified, measures will be developed by EIP to mitigate those impacts to a level that would not be significant. Such measures would be coordinated with the proposed Central City Housing Strategy. The focus in evaluating potential mitigation measures would be to identify programs that could address areawide housing impacts created by cumulative levels of development and that could be applied to projects on an incremental basis.

4 Employment

- A. The EIR setting section will describe existing employment in the project area, employment in the Central City, and employment in the greater City. Existing employment information will include existing permanent jobs by employment

category, average salaries by occupation, and trends in employment growth in the Central City and the City, as a whole. Finally, the EIR will present the employment projections for the City and the region, as presented in the General Plan EIR.

- B. The EIR will evaluate potential impacts on employment. This evaluation will compare existing onsite employment with future onsite employment, with a focus on both the total number of employees and the number of employees by occupation category with average salary for each category. The EIR will present information on displacement impacts, both permanent and temporary, that would be caused by implementation of the project.
- C. Mitigation measures would be presented only for identified significant impacts. In particular, potential programs to lessen the effects of displacement on existing onsite employment will be evaluated.

5 Traffic and Circulation

Circulation

- A. The setting section will describe the existing transportation system as it pertains to the following:
 - Roadway network
 - Public transit (including the light rail system)
 - Heavy rail transport (Amtrak and movement of heavy goods)
 - Bikeway network
 - Pedestrian network
 - Parking facilities

The preparation of this setting chapter will involve coordination between the transportation consultant and all appropriate agencies, such as Regional Transit, Caltrans, Amtrak, City and County transportation agencies and SACOG. All recent and concurrent studies will be reviewed and monitored for relevancy, including but not limited to the Regional Transit Planning Study, the Downtown Transportation Study, the Richards Area Redevelopment Plan, the Richards Assessment District, and any project proposed for the project area by the Rail Bond Act.

- B. The setting section will include a detailed evaluation of the existing conditions on the local and regional transportation network and rail system. Shifts and traffic patterns caused by the alternative development plans will be analyzed. City Traffic Engineering staff will review and approve the computer model, roadway network, traffic zones, traffic generation rates, and other assumptions for the study area,

prior to running the traffic projections for average daily trips (ADT AM and PM peak traffic volumes). Traffic counts will be conducted by the traffic consultant, if necessary, at all key intersections. At a minimum, the Richards Boulevard area, I-5 between "I" and "J" ramps, "I" Street, and 5th Street, will be studied. Specific intersections and downtown streets will be determined by the planning team during the time that plan alternatives are developed.

- C. The EIR will provide a summary of trip distribution based on existing traffic modified to reflect cumulative Central City development, using information from past studies in the area, if applicable. Trip generation rates will be based on Sacramento, rather than national, data.
- D. The EIR will analyze the best and the worst cases, cumulative long-range traffic and rail system impacts in year 2000 and 2010 by using the SACOG's recently updated Transportation model approved by the City and RT. In addition, there will be a qualitative analysis of project buildout in year 2025. This model will be supplemented by the most recent information on projected future development projects in the Central City area.
- E. Based on trip generation/distribution from the project and cumulative development, the EIR will describe the traffic related impacts of the project based on work to be completed by the planning team transportation consultant. The impact analysis will quantify the traffic generated (vehicle miles travelled and number of trips) for both existing conditions and the alternative development plans on current and proposed street systems, intersections, and interchanges. The analysis will quantify the AM/PM peak hour traffic volumes, including a level of service for appropriate intersections, interchanges, and mainline freeway segments and will quantify projected vehicle trips reduced by any proposed transit system improvements.

This impact analysis will be based on alternative development and circulation conditions developed by EIP and the planning team for the computer traffic model including, but not limited to, the existing traffic base and the proposed alternative development plans.

- F. The EIR will examine potential safety issues related to the proximity of mixed use development to rail lines and other transportation facilities. Other rail issues to be addressed include variations on the grade near the station, anticipated future volumes for heavy rail, and the relationship of intercity rail to other transportation.
- G. The EIR will develop mitigation measures for traffic impacts including traffic signal installation, intersection and roadway improvements, roadway signing and striping modifications, and changes to project size within the study area. The costs associated with the suggested mitigation measures will be quantified. If recommended mitigations are determined to be costly, interim measures will be

suggested to forestall or minimize identified impacts. Transportation system management measures (TSM), including light rail, transit incentives, carpooling and bicycle/pedestrian programs, will be considered as part of the mitigation measures.

Parking

- H. In the EIR, we will work with the planning team to evaluate the existing demand and supply for on-street parking in the project area. Parking supply and demand for each of the alternatives will be estimated, and needed mitigation measures will be discussed.

Alternative Transportation Modes

- I. The possible role and impact of electric buses, subways, pedestrian access, extended light rail (e.g., into West Sacramento), and so on will be addressed.

6 Air Quality

- A. The air quality analysis will be based on estimates of areawide smog precursors emissions using estimates of increased vehicle miles travelled (VMT) and Average Daily Trips (ADT) from the traffic analysis. Emission factors will be obtained from the EMFAC7E computer program. The Sacramento Air Quality Management District will be consulted during analyses.
- B. The EIR setting section will include a description of the climate and meteorology of the project area, historical air quality data, and current efforts to attain and maintain the State and Federal air quality standards.
- C. The EIR will identify all sensitive receptors for air pollutants in the vicinity of the project.
- D. The EIR will provide a discussion of the relative effects on regional air quality of encouraging infill development, such as development of the project area, as compared to more expansive development policies which encourage development in outlying areas of the region. In addition, the EIR will provide a discussion of the potential role of a multi-modal transportation element in the project in mitigating air pollution impacts.
- E. The EIR will use microscale modeling of CO levels near all intersections selected as having the greatest potential of CO problems, using the CALINE4 computer model. This will include calculation of CO levels at all sensitive receptors within

the project area. The modeling will be performed for each of the alternatives. The modeling effort will reflect not only the traffic volumes associated with each alternative, but also the levels of congestion, which also partially determine CO generation.

- F. The EIR will describe the likely levels of CO at intersections not modeled, and estimate CO levels at all identified sensitive receptors.
- G. The EIR will compare predicted CO concentrations with State and Federal standards.
- H. The EIR will include an analysis of regional changes in smog precursor emissions due to adoption of each alternative for future years based on regional travel and speed data provided by the planning team transportation consultant. The URBEMIS3 (if available) computer program will be employed. Emission factors will be derived from the EMFACT7E computer program.
- I. The EIR will include an analysis of the project's relationship and conformity to adopted measures to achieve attainment of the Federal ambient air quality standards under the Clean Air Act as contained in the State Implementation Plan, as well as those proposed in the SMAQMD Air Quality Attainment Plan.
- J. The EIR will assess short-term construction impacts.
- L. The EIR will provide mitigation measures for air quality impacts, including those set forth in the Sacramento Air Quality Attainment Plan and commute trip reduction measures. The EIR will discuss the effectiveness and feasibility of each mitigation measure. This will be quantified to the extent possible. The EIR will evaluate the potential role of mass transit, light rail, or other transit alternative in mitigating air quality impacts. Close coordination with the RT Systems Study will be emphasized in the development of mitigation measures. The effectiveness of alternative site plans on reducing air emissions will also be determined.

7 Noise

- A. The EIR will provide a setting section describing the acoustic environment of the project area, including sidewalks at the perimeter of the project site, streets in adjoining residential neighborhoods, and any identified sensitive receptors. As part of this description, PM peak hour noise levels will be reported for key locations at the site. The noise values reported will be determined with the noise model developed by the City as part of the General Plan study, and consistent with techniques specified by the U.S. Department of Housing and Urban Development.

- B. The noise setting description will include information on sensitive noise receptors in the vicinity of the project which could be affected by noise generated by development of the project. This information will be presented in text and mapped for graphics presentation.
- C. The City's adopted Land Use Compatibility Standards in the General Plan will be presented, in addition to those of other regulatory agencies including Caltrans.
- D. The noise impact analysis presented in the EIR will be based on work completed as part of the planning studies and will assess the potential new noise generation created through development of the project, both construction-generated and vehicular-related noise sources. Evaluation will be based on the City's (and other agency) standards for land use compatibility presented in Subtask 3. Particular attention will be paid to noise-sensitive receptors, existing and planned, with evaluation looking at long-term noise levels due to traffic, trains, and building operations and short-term construction impacts from construction equipment. Construction impacts will be evaluated for each phase of project construction, including excavation foundations, building erection and finishing.
- E. The EIR will determine the compatibility of future noise levels with existing and planned land uses in the project areas.
- F. EIP will identify all noise attenuating measures that could be undertaken to mitigate both short- and long-term significant noise impacts.

8 Sewerage System

- A. The setting section will present the existing conditions of the sewage system serving the project site. The location and capacity of existing interceptors and local service lines and the existing conditions at the City Main Treatment Plant will be described, including existing dry- and wet-weather flows, existing capacity, and any planned capacity improvements. The existing combined storm and drainage system will be discussed, including the Cease and Desist order against increased use. The sanitary sewer system in the project vicinity will be mapped.
- B. The sewage flows from the existing buildings on the project site will be presented using either information available from the Sacramento Regional County Sanitation District (SRCSD), the planning team, or the environmental consultant's own estimates.
- C. Projected future flows in the sewer system will be presented in order to establish the cumulative future context from which to assess the additional contribution of the project.

- D. The EIR will evaluate the potential impacts on the sewer system of the project, and its alternatives, based on estimated future sewage generated. The evaluation will assess the capacity of the local sewer system to accommodate increased flows from the project, alone, and in combination with other projected cumulative development in the vicinity. The impacts of temporary diversions, if any, from site to regional interceptor will be examined including the impact of downstream conveyance facilities. The capacity of the City Main Treatment Plant to accommodate project and cumulative future sewage flows, and the entire system to handle wet weather flows, will be evaluated and presented.
- E. For alternatives that increase overall capacity of the system, the EIR will evaluate the growth-inducing effects of this increase in treatment or transport capacity.
- F. For any identified significant impacts, either project-specific or project contributions to cumulative impacts, mitigation measures will be identified which would reduce those impacts to a less than significant level.

9 Drainage Systems and Flooding

- A. The setting section will describe the existing system of storm drainage and flood control in the project vicinity. The EIR will evaluate existing flows and capacity of the storm drainage system and will present the future cumulative context based on estimated increased runoff due to buildout of the City's cumulative list of projects located in the project vicinity. Planned improvements to the drainage system, affecting the capacity of the system to accommodate projects runoff, will be described.
- B. The proposed project would replace existing structures onsite and, thus, runoff would be expected to increase. The increased contribution to the drainage flows, if any, will be calculated and presented for the project and its alternatives, both singularly and in the context of future cumulative and citywide/regional growth levels.
- C. The EIR will examine the potential for flooding damage in the short- and long-term. This will include an analysis related to surface water drainage/stormwater runoff, and flooding concerns.
- D. Mitigation measures will be recommended for any identified significant impacts from both project-specific and cumulative increases in drainage.

10 Water Supply

- A. The setting section for water supply will document the existing City water supplies and distribution system in the project vicinity. Existing programs to finance system expansion will be described and existing water usage from the building on the project site will be calculated.
- B. The EIR will evaluate potential impacts on the water supply and distribution system from increased demand at the project site and from cumulative development in the Central City. Both of these levels of growth in water demand will be described in the context of projected citywide/regionwide demand levels and would be compared with anticipated water supplies.
- C. For any significant impacts described in the EIR, mitigation measures will be identified and described. For site-specific impacts, methods of reducing onsite water consumption, including drought tolerant landscaping, will be evaluated. Areawide measures will also be described to minimize cumulative impacts.

11 Solid Waste

- A. The EIR will describe existing levels of solid waste generation from the site and from the City, as a whole. The operations and capacity of the City and County landfill will be described, as will citywide recycling efforts. Information will be gathered from recent environmental documents, the City Solid Waste Management Plan, the General Plan EIR, and the Solid Waste Division of the City Public Works Department, as well as the proposed Section 34 to the Zoning Ordinance concerning recycling and solid waste disposal.
- B. Solid waste generation will be estimated based on 1985 NSWMA Bulletin 85-6, for the project, its alternatives, and the cumulative projects listed by the City. This information will be described and compared with known capacity at the City, Yolo, and Sacramento County landfills. The potential reduction in solid waste generation that could take place in light of a strenuous recycling effort will be calculated and its necessity evaluated.
- C. For any significant impacts, mitigation measures will be recommended for both the project and areawide measures to address cumulative impacts to which the project would contribute. Waste reduction programs, such as recycling, and use of recycled building materials in construction will be explored.

12 Police Services

- A. The EIR will describe the existing conditions related to the provision of police services in the vicinity of the project site, including location of police stations, response times, officer-to-resident/employee ratios, and strategies needed to reduce police protection problems.
- B. The assessment of impacts on police services will be based on projected increased onsite employment and population and cumulative increases in residential and employee population in the Patrol Districts in the vicinity of the project site.
- C. Where necessary, mitigation measures will be presented which will address project and/or cumulative impacts on the need for police services.

13 Fire Services

- A. The discussion of fire services will focus on available fire protection resources to serve the project site. For the SPMP, particular attention will be given to the availability of fire protection for high-rise structures. The provision of related emergency services by the City Fire Department, including hazardous materials response and emergency medical response, will also be described.
- B. The EIR will evaluate potential impacts on Fire Protection and related emergency services by the project and its alternatives, as well as cumulative development which would place demands on stations in the project vicinity.
- C. If significant project or cumulative impacts are identified, the EIR will suggest measures which could reduce those impacts to a less-than-significant level.

14 Microwave/Radar/Radio

- A. For the SPMP, the environmental setting section will identify microwave, radio, and radar communications systems that could be affected by construction of any buildings over 10 stories which could be built under the SPMP. These will include Pacific Bell, Western Union, State, City, and County communications systems.
- B. For the SPMP, line-of-site radio systems that could be affected by tall buildings on the Southern Pacific Railyards site will be identified. The National Weather Service River forecast Center, located at 1416 - 9th Street currently receives VHF signals from numerous weather and hydrologic remote stations. The County Department of Public Works also maintains a network of 26 remote rain gauges that provide data via VHF radio to their office at 827 - 7th Street.

- C. For the SPMP, the EIR will determine potential blockage effect of proposed buildings upon the National Weather Service's weather radar located at 1416 - 9th Street. The analysis should graphically determine the arc of the radar beam blocked, and determine the geographic area that would lose radar coverage.
- D. For the SPMP, the EIR will recommend ways that microwave, radio, and radar blockage effects may be mitigated. For radio communications, installation of a repeater station or radio receiver with a telephone feed will be investigated. Order-of-magnitude cost estimates will be made. For the weather radar, the installation of remote weather and rain equipment to replace radar data lost will be considered. The results of negotiations between the Weather Service and developers of other projects with radar-blocking effects will be described. Opportunities for cost-sharing of mitigation measures will be identified.
- E. For the SPMP, the EIR will review available literature discussing the effects of microwave and radar transmissions on human health and electronic equipment and recommend measures to mitigate any adverse impacts identified.

15 Electricity and Gas Services

- A. The Sacramento Municipal Utility District (SMUD) and Pacific Gas and Electric (PG and E) provide electricity and natural gas services, respectively, to the project site. The EIR will describe existing services provided to the project site, including existing electrical and natural gas demand. The existing and planned distribution system will be described.
- B. Impacts on the provision of electricity and natural gas to the project will be evaluated. The capability of the existing and planned improvements in the distribution systems to serve the project and other cumulative development which will place a demand on the system will be evaluated. The total project demand for electricity (in kilowatt hours) and natural gas (in therms) will be estimated and compared to existing energy consumption regulations (Title 24 of the California Administrative Code (CAC)).
- C. Measures that could reduce project consumption of energy will be presented and, where appropriate, suggested for inclusion in the project.

16 Aesthetics and Visual Quality

- A. The aesthetics setting section will describe the visual conditions in the project area and will graphically represent important visual features and views. Existing conditions will be documented with photographs.
- B. The EIR will provide a visual sensitivity diagram identifying significant features of both the natural and the artificial environment. This will include identification of sensitive receptor sites such as the American and Sacramento rivers and Discovery Park. It will also identify key observation points, visual corridors, and factors of unique community character and architectural significance.
- C. The EIR will evaluate the aesthetic impacts of the project and its alternatives. This evaluation will take the form of the following:
- A textual description of the visual/aesthetic relationship of the project, as proposed, to its neighboring structures and the surrounding community locations, including public open space. For the SPMP, the discussion will address issues of height, bulk, massing, visual form, glare, shadows, landscaping, and building materials;
 - Evaluation of conformance with design-related policies and guidelines of the Sacramento General Plan, the Urban Design Plan, the Richards Blvd. Redevelopment Plan, Central City Community Plan, the Riparian Parkway Plan, and the Combined Downtown Redevelopment Plan;
 - Evaluation of the project, and its alternatives, on existing neighborhood character and Central City view corridors as described by the criteria included in the visual sensitivity diagram originally prepared as part of Task 3.16.B;
 - Assessment of project-specific impacts on existing open space, public plazas, and parks, including the American River Parkway. Elements to be considered would include seating areas, public gathering spaces, and passive recreational areas;
 - Analysis of the overall change in the intensity of uses onsite, from a mixture of low- and high-intensity uses to full development of the site with high-intensity land uses. Implication of this level of development on the aesthetics of the surrounding neighborhood will also be evaluated with special attention paid to the role of this site as visual transition from downtown to the Alkali Flat and Richards Avenue areas and to the American and Sacramento rivers and Discovery Park; and

- For the SPMP, analysis of the impact of temporary structures, such as groundwater remediation tower.
- D. As described in Section 21, the EIR will identify all trees on the site and will evaluate any plans for tree removal.
- E. The EIR will identify potential measures which could be implemented to mitigate any identified significant aesthetic impacts. These measures could include, but would not be limited to:
- For the SPMP, alterations to the project design in terms of height, bulk, landscaping, and/or building and facade materials; and
 - For the project, areawide and/or corridor-oriented mitigation measures aimed at lessening the cumulative aesthetic impacts of multiple projects in and around the Capitol Mall corridor.

Wind and Shadows

- F. For the SPMP, a scale model of the potential building configuration, based on project land use designations, will be constructed. The EIR will identify potential wind corridors and wind tunnel effects based on groupings of tall buildings.
- G. For the SPMP, the EIR will recommend design guidelines to minimize unacceptable or hazardous wind impacts.
- H. For the SPMP, using a computerized modelling system, the EIR will evaluate potential shadows cast on major open spaces by individual and groups of tall buildings.
- I. For the SPMP, the EIR will recommend design guidelines to minimize shadows cast on open spaces by tall buildings, particularly in winter months.

17 Soils and Geology

- A. The existing soils conditions on the project site will be described, including a review of all existing soil studies of the site and existing soils information available from the U.S. Soil Conservation Service. Site soils will be described in terms of their implications for construction and engineering of the project.

- B. Based on information available from geotechnical studies completed by the planning team, the EIR will describe the groundwater conditions onsite, with special attention to the height of the groundwater table.
- C. The geological characteristics of the project area will be identified and described, as well as the seismic characteristics of surrounding structures in the project area. The EIR will present any objectives, policies, or programs of the Sacramento General Plan which relate to the construction of seismically stable high-rise structures.
- D. The EIR will include a description of potential impacts of the project in relation to soils and substrate conditions. The analysis and assessment will focus on such hazards as soil instability and seismically induced ground shaking that could affect the proposed structure, and potential presence of hazardous materials onsite. Potential impacts related to construction of the project will be enumerated. The project construction plans and potential impacts will be compared to the geology/seismic policies of the General Plan. Potential effects of the project on groundwater and implications for construction techniques will be evaluated.
- E. The EIR will include mitigation measures for any significant impacts identified.

18 Hazardous/Toxic Wastes

- A. The setting section will establish the context for potential contamination by describing the historic land uses in the project area and in the general vicinity. The types of materials used by current and past industries/uses will be described and evaluated for their potential for contamination.
- B. The EIR will describe any and all soils and groundwater testing that has been conducted on the site and elsewhere in the area, and will provide a discussion of the relative impacts on the timing and extent of commercial and residential development potential or housing in the project area from both on-site and adjacent contamination sources.
- C. The EIR setting section will provide a summary review of regulatory controls pertaining to hazards, including federal, State, and local laws and ordinances pertaining to hazardous waste management and clean up.
- D. The EIR will provide the contextual setting for other hazards which may be present on, or created by, the site, including potential safety issues related to the proximity of mixed-use development to rail lines and other transportation facilities, and the potential for flooding damage in both the short- and long-term.

- E. The EIR will evaluate the extent of potential impacts of the project on human health and other aspects of the environment from hazardous wastes on the site or in the general project area. The EIR will also evaluate any potential hazards that could be associated with new industrial uses planned for in the SPMP or RBSP areas. Other impacts to be evaluated here include flooding hazards and potential incompatibilities between rail activity and high intensity human activity.
- F. The EIR will suggest an appropriate hazardous material mitigation program for project-related impacts.

19 Cultural Resources

- A. The setting section will document all known existing cultural resources on or in the vicinity of the project site and identify any resources that are potentially eligible but not presently listed for the national register of historic places.
- B. The potential for finding of new cultural resources during excavation of the project site will be determined and described.
- C. Based on the results of the previous cultural resources assessment, the EIR will recommend mitigation measures which could range from limited monitoring by a qualified archaeologist during excavation activities to pre-excavation testing for archaeological resources or the development of a preservation program for historical buildings and other resources.
- D. For the SPMP, the EIR will review the Historical Survey regarding the historical significance of specific buildings and features within the study area. Potential buildings of historical significance will be listed in an inventory and described, with specific mitigation measures identified to ensure that these structures are preserved and integrated into future development plans.

20 Fiscal Impacts

- A. The EIR will provide a fiscal analysis of the project's net public fiscal impact on the City and other affected public service providers, including one-time revenues and capital costs, as well as annual revenues and costs. Comparing revenues to costs will yield the project's net public fiscal impact as the capital and annual cost/revenue balance the City would be expected to face from the proposed project.

In general, the primary public revenues analyzed will be property tax revenue, sales tax revenue, and state subventions (motor vehicle and cigarette tax). The principal public costs will arise from the provision of public services such as police, fire,

schools, public facility maintenance, and general governmental services. Revenues and costs will be included for other service areas as applicable. Identification of these other areas will be accomplished by reviewing the City budget and through consultations with City staff. Impacts of the project on tax increment revenues to the SHRA will be described. The EIR will evaluate overall effects of the project and necessary service improvements on all City funds, including the General Fund and Enterprise Funds. Any other special, citywide fiscal issues, such as revenue limitations of Proposition 4, will also be identified for review in consultation with City staff.

Marginal cost estimates for public service impacts will be based upon information obtained from agency heads, in conjunction with the public service and utility analysis. Other costs and revenues will be based upon average factors developed from the most recent City Budget, standard factors appropriate for the locale for such items as new property value, and from fees already outlined in City ordinances.

- B. Assessment of the impact the proposed project would have on the feasibility of office development in the Incentive Zone/C-3 Zone/Central Business District will be evaluated; an office building feasibility analysis will also be required as part of this EIR. The analysis will include evaluation of past trends in office space absorption, identification of competitive projects underway and planned, analysis of vacancy statistics, an understanding of developer attitudes and interest, and some knowledge of what the State requirements are for office space. These inputs will be the basis for determining the likely short- and long-term impacts the proposed project would have on the office development potential for the downtown area.
- C. Mitigation measures will be developed, as needed, and will include financing options to offset any negative fiscal impacts. In particular, the costs of suggested transportation improvements will be developed and compared to potential funding mechanisms.

21 Biological Resources

- A. The EIR will document the number, species, and distribution of animal and plant species on and adjacent to the project site.

The EIR will provide a description of the role of onsite vegetation as habitat for local or transient wildlife with special attention paid to possible sites of nesting birds.

- B. Based on evaluation of site plans for the project and conceptual plans of the alternatives, the EIR will assess and document the potential impacts of the project and its alternatives on the onsite vegetation.

- C. The EIR will describe feasible mitigation measures for elimination of tree removal. Measures may include, but not be limited to: 1) transplanting of trees; 2) planting of new trees; or 3) redesign of the project to avoid tree removal.
- D. For the SPMP, a preliminary plan for mitigation of potential impacts to the Valley Elderberry Longhorn Beetle will be prepared.

22 Parks and Open Space

- A. The EIR will document the existing parks, open space, and recreational resources in the vicinity of the project. Policies of the General Plan and other documents (e.g., Riparian Parkway Plan) related to the provision of such resources will be documented. The existing and projected provision of parks on a per capita basis, as identified in the General Plan, will be presented.
- B. The impacts of the project on parks, open space, and recreational resources will be evaluated. Standards for the provision of such resources, as established in the General Plan, and by the Quimby Act, will be used as the criteria for the evaluation. The impact of employee use of open space will be examined. The EIR will take into consideration the provision of open space in the project and the role it may play in meeting project demand.
- C. Based on the need for parks, open space, or recreation resources, if any, as identified in the above subtask, mitigation measures will be developed. The measures will be described in terms of acres of new park land. Of specific concern is the provision of open space and public access associated with the American and Sacramento rivers. Also of concern is the linkages of the Redevelopment area with parks and downtown through the efficient use of public bicycle and foot trails.

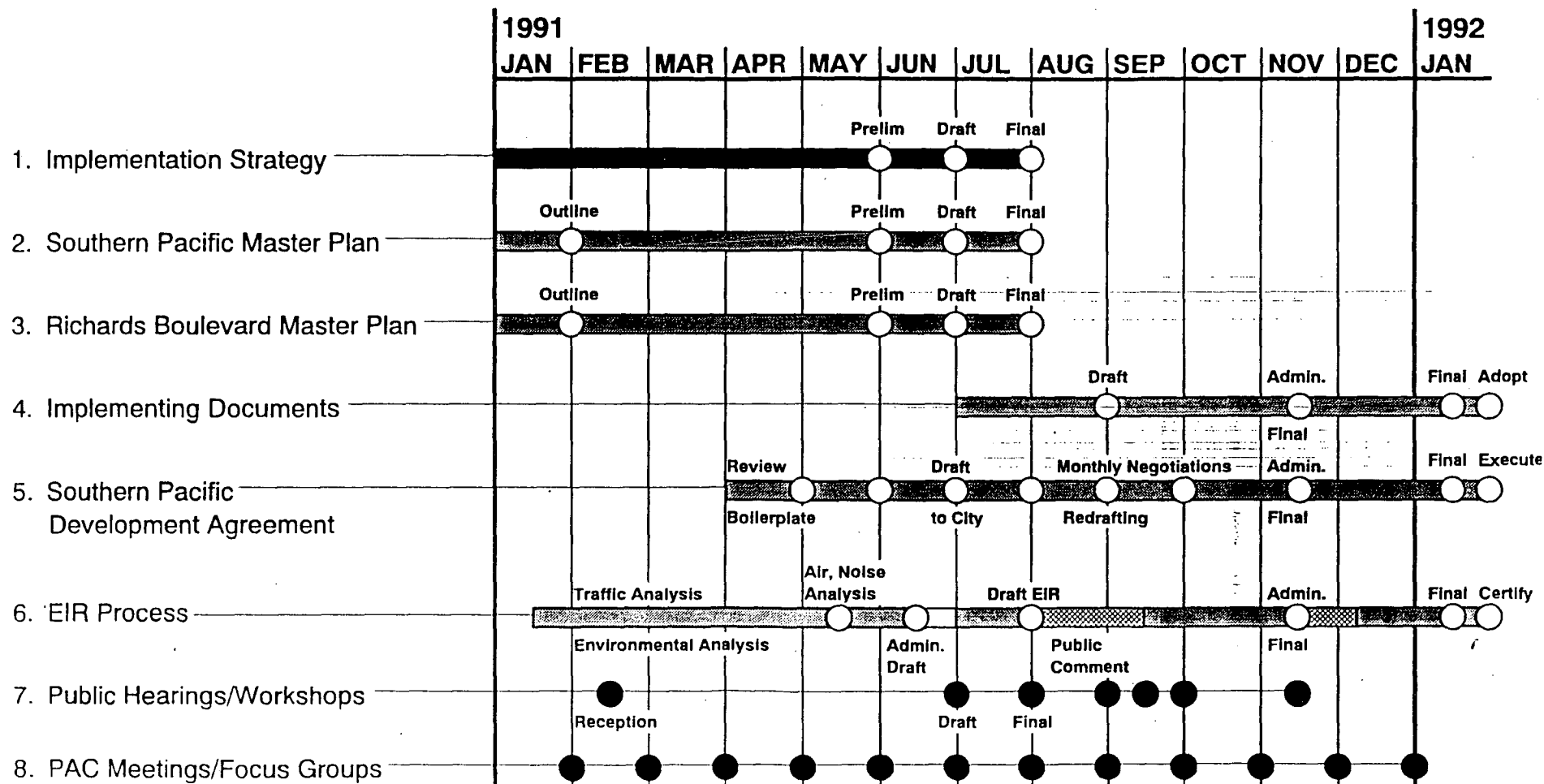
23 School System and Child Care System

- A. The EIR will establish the existing and projected conditions of the Sacramento City Unified School District, the North Sacramento School District, the Grant Joint Union High School District, the Los Rios Community College District, and the Sacramento Board of Education, and the immediate schools serving the project site. Emphasis will be placed on describing overall and available capacity and any existing or projected capacity deficits by type of school for elementary, junior high, and high schools.

- B. The EIR will include an analysis of impacts on preschool child care resources. Establishing the setting for this analysis would include a description of overall availability of child care in downtown and throughout the region.
- C. The EIR will identify the number of school children generated by the proposed project, the alternatives, and cumulative development. These estimated students will be stratified by age group and compared to the anticipated available capacity of the school district and the area schools. The implication of the future demands on the School District for classrooms, support facilities, and teaching and support personnel will be evaluated.
- D. Similar to Subtask C, above, the EIR will identify the demand for spaces in child care centers from the project, its alternatives, and cumulative development. An evaluation will be made of the relative demand for downtown child care versus spaces in suburban centers.
- E. The EIR will document potential measures to mitigate impacts on schools from the project, its alternatives, and cumulative development. Potential payment of development fees to the School District for residential and commercial development will be evaluated and documented.
- F. The EIR will assess necessary measures to mitigate impacts on child care resources. The status of City efforts to adopt a child care impact fee ordinance will be described. The unmet demand for child care will be translated into both demand for space and associated cost of developing such a child care center.

Southern Pacific Railyards/ Richards Boulevard Planning Schedule

April 17, 1991



EMPLOYEE SERVICES SCHEDULE
DEPARTMENT: Community Development
ACTIVITY: Administration

POSITION QUOTA

POSITION TITLE	1990 Budget	1991 Approved Budget	1991 Amended Budget
Analyst (Limited Term)	0.00	0.00	1.00

ACTIVITY: Economic Development

POSITION QUOTA

POSITION TITLE	1990 Budget	1991 Approved Budget	1991 Amended Budget
Senior Community Development Planner	0.00	0.00	0.50

ACTIVITY: Neighborhood Development - T.I.

POSITION QUOTA

POSITION TITLE	1990 Budget	1991 Approved Budget	1991 Amended Budget
Assistant/Associate Planner	4.00	6.00	5.50
Community Services Specialist II	2.00	1.00	0.00
Program Technician	0.00	0.00	1.00
Total Positions	6.00	7.00	8.00