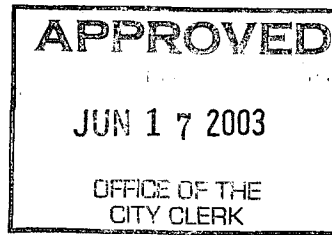


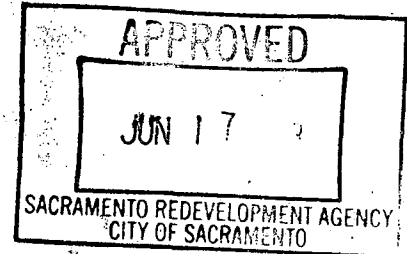


**Sacramento
Housing &
Redevelopment
Agency**



6.1

May 21, 2003



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

Honorable Members in Session:

SUBJECT: DEL PASO HEIGHTS PROJECT, NEIGHBORHOOD DEVELOPMENT
PROGRAM, PROJECT NO. 5, AMENDMENT NO. 6

LOCATION & COUNCIL DISTRICT – District 2

RECOMMENDATION

Staff recommends adoption of the attached resolutions located on page numbers 8-17 and the ordinance on pages 18-22, which approve the Del Paso Heights Project, Neighborhood Development Program, Project No. 5, Amendment No. 6 (the "Amendment"). It is also recommends that the Agency and Council re-open the joint public hearing on this amendment at this time.

CONTACT PERSONS

Sarah Hansen, Acting City Community Development Director, 440-1337
Vickie Smith, Redevelopment Manager, 440-1399 extension 1417

FOR MEETING OF – June 17, 2003

SUMMARY

In May of 2002, the Redevelopment Agency of the City of Sacramento (the "Agency") initiated an amendment to the Del Paso Heights Project, Neighborhood Development Program, Project No. 5 ("Del Paso Heights Redevelopment Plan") to extend various time and financial limits. The end of the amendment process is near and pursuant to Section 33333.11 of the California Community Redevelopment Law (the "CRL"), the Agency and the Sacramento City Council (the "City Council") opened a joint public hearing on the proposed Amendment on June 3, 2003. Following the opening of the joint public hearing on June 3, 2003, the City Council and Agency continued the joint public hearing until June 17, 2003.

SACRAMENTO HOUSING AND REDEVELOPMENT AGENCY

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Page 2

Prior to the actual approval of the amendment to the Del Paso Heights Redevelopment Plan, the City Council and the Agency each have separate actions to consider. The following proceedings will occur and are recommended to take place in the following order:

1. the City Council and the Agency re-open the Joint Public Hearing;
2. the Agency considers a resolution certifying the Final Environmental Impact Report (the "FEIR") prepared in connection with the amendment (page 8);
3. the City Council considers a resolution adopting certain findings related to the FEIR prepared in connection with the amendment (page 11);
4. the Agency considers a resolution adopting an updated Implementation Plan for the Del Paso Heights Redevelopment Plan (page 14);
5. the Agency considers a resolution making findings and approving the amendment (page 16);
6. the City Council introduces the Ordinance (page 18).

REDEVELOPMENT ADVISORY COMMITTEE (RAC) RECOMMENDATION

At its meeting of April 10, 2003, following a staff presentation on the Amendment, the RAC made a formal recommendation to the City Council/Redevelopment Agency recommending the Amendment to the Del Paso Heights Redevelopment Plan be approved.

COMMISSION ACTION

At its meeting of May 21, 2003, the Sacramento Housing & Redevelopment Commission adopted a motion recommending approval of the attached resolutions and ordinance. The votes were as follows:

AYES: Burns, Burruss, Castello, Farley, Harland, Hoag, Piatkowski, Simon.

NOES: None

ABSENT: McCarty, Stivers

BACKGROUND

The Del Paso Heights Redevelopment Plan was originally adopted in 1970 and has been amended five times. As of January 2000, over \$46 million in public and private funds have been invested into the Project Area as a result of redevelopment designation. Many improvements have been accomplished in the Project Area over the past 30 years. However, conditions of

SACRAMENTO HOUSING AND REDEVELOPMENT AGENCY

Redevelopment Agency &

City Council

May 21, 2003

Page 3

blight still remain and the current redevelopment plan includes time limits, which severely limit the Agency's ability to adequately address that blight in the future.

Therefore, in May 2002 the Agency began the process of amending the Del Paso Heights Redevelopment Plan to extend the following time limits:

TIME LIMIT	CURRENT DEADLINE	PROPOSED DEADLINE
Effectiveness of the Redevelopment Plan	2010	2020
Repayment of Indebtedness	2020	2030
Receipt of Tax Increment	2020	2030

To accomplish such an amendment, the Agency was required to follow the procedures in Section 33333.10 and 33333.11 of the CRL. The Agency has performed all but the final steps in those procedures. The following describes the remaining actions in more detail, based on the order in which they are to be occur at the Joint Public Hearing:

1. City Council/Agency re-opens the Joint Public Hearing

The City Council and the Agency may now re-open the joint public hearing on the proposed Redevelopment Plan and take testimony in favor of and/or in opposition to the proposed Redevelopment Plan. This means that the City Council and the Agency will be formally convened at the same time.

2. Agency certifies the Final Environmental Impact Report

The Agency, as the body originating the proposed amendment, may certify the FEIR prepared for the amendment.

3. City Council certifies the Final Environmental Impact Report

The City Council, as the legislative body, has final authority and discretion over the approval of the proposed action. Therefore, it is appropriate that the City Council, as a responsible agency, certify the FEIR after the Agency has done so and prior to introducing the ordinance approving the proposed action. The resolution includes certain findings with respect to the FEIR and the environmental impacts described therein.

4. Agency considers resolution adopting an updated Implementation Plan for the Del Paso Heights Redevelopment Plan

SACRAMENTO HOUSING AND REDEVELOPMENT AGENCY

Redevelopment Agency &
City Council
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When a redevelopment agency amends an existing redevelopment plan to extend limits, the CRL requires the Agency to update its Implementation Plan. The Implementation Plan contains the specific goals and objectives of the Agency for the Project Area, the specific programs, including potential projects, and estimated expenditures proposed to be made during the next five years, an explanation of how the goals, objectives, programs, and expenditures will eliminate blight within the project area, and a description of how the Agency proposes to address housing needs in the project area over the next five- and ten-year periods. The updated Implementation Plan, included as Chapter 8 in the Report to the City Council, will be in effect through fiscal year 2007/2008. *(The Report to City Council was provided as an attachment to the Del Paso Heights Plan Amendment staff report at the April 1, 2003 afternoon Council meeting. A copy of the report is on file with the both the City Clerk and Agency Clerk).*

5. *The Agency considers a resolution making findings and approving the Amendment.*

Section 33333.10, subdivisions (b) and (h) of the CRL requires the Agency to make all of the following findings prior to approving the proposed amendment to extend limits:

a. *Significant blight remains within the project area.*

Evidence for this finding is provided in the Report to City Council, which documents substantial and extensive remaining blight throughout most of the project area.

b. *The significant blight remaining cannot be eliminated without extending the effectiveness of the plan and the receipt of property taxes.*

Evidence for this finding is provided in the Report to City Council, which discusses the lack of private investment in the project area, the obstacles to physical and economic revitalization without the additional resources that will be made available through the Amendment, and the absence of other adequate public and private funding sources to effectuate the revitalization and blight elimination.

c. *The community has adopted a housing element that the State Department of Housing and Community Development ("HCD") has determined pursuant to Section 65585 of the Government Code to be in substantial compliance with the requirements of Article 10.6 of Chapter 3 of Division 1 of Title 7 of the Government Code.*

On June 10, 2003 the City Council approved the City's Housing Element for the period of 2002-2007. Both the City Council and HCD have found the Housing Element adequately responds to the statutory requirements and that it complies with State housing law. Upon corresponding with HCD staff it was determined that upon City Council approval of the Housing Element, the Housing Element would be considered to be both current and in a form approved by HCD. This meets the CRL requirement of the Amendment being in substantial compliance with the City's Housing Element.

SACRAMENTO HOUSING AND REDEVELOPMENT AGENCY

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Page 5

d. *During the three fiscal years prior to the year in which the proposed amendment is adopted, the Agency has not been included in the report sent by the State Controller to the Attorney General pursuant to subdivision (b) of CRL Section 33080.8 as an agency that has a "major violation" pursuant to Section 33080.8.*

The Agency has confirmed with the State Controller's office that the Agency is currently not and has not been included in the report to the Attorney General as an agency with a major violation during the past three years.

e. *The State Controller's office has confirmed that the Agency has not been included in the report to the Attorney General as an agency with a major violation.*

After a written request by the Agency and provision of the information requested by HCD, HCD may issue a letter to the Agency confirming that the Agency has not accumulated an excess surplus in its Low- and Moderate-Income Housing Fund. If the HCD does not respond to the written request of the Agency for this determination within 90 days after receipt of the written request, compliance with this requirement shall be deemed confirmed. On January 20, 2003, a letter was sent via certified mail to the HCD requesting confirmation that the Agency has not accumulated an excess surplus in its Low- and Moderate-Income Housing Fund. To date, a response has not been received.

6. City Council introduces the Ordinance

Finally, the City Council may proceed with introducing the Ordinance approving the Redevelopment Plan. This will be the first of two readings that are required prior to approval of the Ordinance.

A second reading will be held on June 24, 2003, at which time the Ordinance approving the Redevelopment Plan may be adopted. The Ordinance adopting the amended Redevelopment Plan will become effective thirty (30) days following its second reading.

FINANCIAL CONSIDERATIONS

Costs associated with these actions have already been budgeted for this fiscal year. Overall, implementation of the amendment will lengthen the term over which the Agency may collect tax increment from the Project Area by ten years. It is estimated that this will allow for an additional \$33.3 million in gross tax increment revenue for Agency activities in the Project Area over the life of the Redevelopment Plan (1970-2020). It is projected that the Agency's net tax increment receipts will increase by \$27 million as a result of this amendment. Between the years 2003 and 2020, \$13.2 million will be deposited in the low- and moderate-income housing fund per the requirements CRL 33333.10. The remaining \$13.7 million will be available for various non-housing projects. These figures are subject to change pending the outcome of the State budget

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relative to redevelopment. Details of the financial issues related to this amendment may be found in the Agency's Report to the City Council on file with the City and Agency Clerk.

POLICY CONSIDERATIONS

This action is consistent with the Agency's policy to assist blighted and deteriorating areas. This is also consistent with the City's Strategic Plan goal to enhance and preserve neighborhoods.

ENVIRONMENTAL REVIEW

A FEIR has been prepared in connection with this proposed amendment and is provided for the City Council's and Agency's consideration and adoption as stated in the Resolutions accompanying this staff report.

M/WBE CONSIDERATIONS

Minority and Women's Business Enterprise requirements will be applied to all activities to the extent required by Federal Funding.

Respectfully submitted,


ANNE M. MOORE
Executive Director

Transmittal approved,

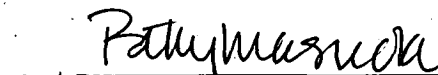
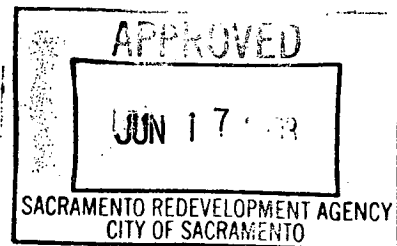

ROBERT P. THOMAS
City Manager

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RESOLUTION NO. 2003-037



ADOPTED BY THE REDEVELOPMENT AGENCY OF THE CITY OF SACRAMENTO

ON DATE OF

**CERTIFICATION OF THE ENVIRONMENTAL IMPACT REPORT AND
ADOPTING THE FINDINGS OF FACT AND
STATEMENT OF OVERRIDING CONSIDERATIONS FOR
ENVIRONMENTAL EFFECTS OF
THE DEL PASO HEIGHTS REDEVELOPMENT PLAN 6TH AMENDMENT**

WHEREAS, a Draft Environmental Impact Report ("DEIR") on the Del Paso Heights Redevelopment Plan 6th Amendment ("6th Amendment") has been prepared by the Redevelopment Agency of the City of Sacramento ("Agency") pursuant to the California Environmental Quality Act (Public Resources Code Section 21000 *et. seq.*, herein "CEQA") and the administration guidelines thereunder (14 Cal. Code of Regs. Section 15000 *et. seq.*, hereinafter the "CEQA Guidelines") and local procedures adopted by the Agency pursuant thereto;

WHEREAS, notice to all interested persons and agencies inviting comments on the DEIR has been published in a newspaper of general circulation;

WHEREAS, the Final Environmental Impact Report ("Final EIR") consisting of the Draft EIR, as revised and supplemented, incorporating all comments received and the responses of the Agency thereto was prepared and made part of the Agency's Report to the City Council on the 6th Amendment; and

WHEREAS, notice has been duly given, a public hearing has been held by the Agency on June 3, 2002 at 2 p.m., on the 6th Amendment and the Final EIR, and all interested persons present have been heard, and all comments and responses thereto have been considered.

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

Section 1: The statements in the recitals above are true and correct.

Section 2: The Agency certifies and finds that: (i) the Final EIR has been prepared and processed in compliance with CEQA; and (ii) the Final EIR, the Findings and Statement of Overriding Considerations and the Mitigation Monitoring Plan represent the Agency's independent judgment and analysis. The Agency adopts the Findings of Fact and Statement of Overriding Considerations attached to this resolution as Attachment II and the Mitigation Monitoring Plan attached as Attachment IV.

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

Section 3: The Agency finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects, as identified in the FEIR, of: 1) the potential exposure of existing or planned land uses to noise that would conflict with local planning guidelines or noise ordinance criteria, 2) a potential to uncover unknown sites of soil contamination that could result in the exposure of construction workers and result in associated significant adverse health effects; 3) the potential loss of heritage trees; and 4) the potential endangerment of existing underground storage tanks and associated piping system integrity from redevelopment activities. The City has adopted such changes in the Mitigation Monitoring Plan for the 6th Amendment, as provided in Attachment IV. These findings are supported by substantial evidence in the record of the proceeding(s) before the Agency. Each of these impacts is considered in Attachment II.

Section 4: As to the significant and unavoidable environmental effects identified in Attachment IV to this resolution, the Agency adopts the following statement of overriding consideration:

The Agency finds that, based on the findings and statement of facts set forth above, and based on the Final EIR and/or other information contained in the record, its actions to carry out the 6th Amendment is supported because the 6th Amendment will:

- (a) Eliminate blighting influences and correct environmental deficiencies in the Del Paso Heights Redevelopment Project Area (Project Area), including among others: unsafe or unhealthy buildings; factors that prevent or substantially hinder economically viable use or capacity of buildings or lots; incompatible land uses; subdivided lots of irregular shape and inadequate size for property usefulness; depreciated or stagnant property values or impaired investments; presence of hazardous wastes; abnormally high business vacancies, vacant lots, or abandoned buildings; lack of necessary neighborhood-serving commercial facilities; residential overcrowding; and excess of bars, liquor stores or adult-oriented uses; and, a high crime rate that threatens the public health, safety and welfare;
- (b) Provide increased sales, business license and other fees, taxes, and revenues to the City of Sacramento;
- (c) Expand the community's supply of low- and moderate-income housing (inside or outside of the Project Area);
- (d) Strengthen the economic base of the Project Area and the community by installing needed site improvements which will stimulate new industrial and commercial expansion, new employment and economic growth;
- (e) Assemble land into parcels suitable for modern, integrated development with improved pedestrian and vehicular circulation in the Project Area;
- (f) Increase retail, industrial and commercial use in the Project Area;
- (g) Implement performance criteria to assure high site-design standards that provide unity and integrity to the entire Project Area;

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

(h) Reduce the City's annual cost of providing local services to and within the Project Area.

Section 5: The Environmental Coordinator of the Agency is directed to file a Notice of Determination with the County Clerk of Sacramento County pursuant to the provisions of Section 15096(i) of the State CEQA Guidelines.

CHAIR

ATTEST:

SECRETARY

FOR CITY CLERK USE ONLY

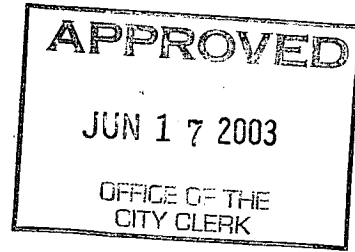
RESOLUTION NO.: _____

DATE ADOPTED: _____

RESOLUTION NO. 2003-409

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF _____



**ADOPTION OF THE FINDINGS OF FACT AND
STATEMENT OF OVERRIDING CONSIDERATIONS FOR
ENVIRONMENTAL EFFECTS OF
THE DEL PASO HEIGHTS REDEVELOPMENT PLAN 6TH AMENDMENT**

WHEREAS, a Draft Environmental Impact Report ("DEIR") on the Del Paso Heights Redevelopment Plan 6th Amendment ("6th Amendment") has been prepared by the Redevelopment Agency of the City of Sacramento ("Agency"), as Lead Agency, pursuant to the California Environmental Quality Act (Public Resources Code Section 21000 *et. seq.*, herein "CEQA") and the administration guidelines thereunder (14 Cal. Code of Regs. Section 15000 *et. seq.*, hereinafter the "CEQA Guidelines") and local procedures adopted by the Agency pursuant thereto;

WHEREAS, notice to all interested persons and agencies inviting comments on the DEIR has been published in a newspaper of general circulation;

WHEREAS, the Final Environmental Impact Report ("Final EIR") consisting of the Draft EIR, as revised and supplemented, incorporating all comments received and the responses of the Agency thereto was prepared and made part of the Agency's Report to the City Council on the 6th Amendment; and

WHEREAS, notice has been duly given, a public hearing has been held by the Agency and the City of Sacramento ("City") on June 3, 2002 at 2 p.m., on the 6th Amendment and the Final EIR, and all interested persons present have been heard, and all comments and responses thereto have been considered.

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

Section 1: The statements in the recitals above are true and correct.

Section 2: The City, as a Responsible Agency under CEQA, certifies that the Council has reviewed and considered the information contained in the Final EIR as prepared by the Agency. The City adopts the Findings of Fact and Statement of Overriding Considerations attached to this resolution as Attachment III and the Mitigation Monitoring Plan attached as Attachment V.

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

Section 3: The Council finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects, as identified in the FEIR, of: 1) the potential exposure of existing or planned land uses to noise that would conflict with local planning guidelines or noise ordinance criteria, 2) a potential to uncover unknown sites of soil contamination that could result in the exposure of construction workers and result in associated significant adverse health effects; 3) the potential loss of heritage trees; and 4) the potential endangerment of existing underground storage tanks and associated piping system integrity from redevelopment activities. The Council has adopted such changes in the Mitigation Monitoring Plan for the 6th Amendment, as provided in Attachment IV. These findings are supported by substantial evidence in the record of the proceeding(s) before the Council. Each of these impacts is considered in Attachment III.

Section 4: As to the significant and unavoidable environmental effects identified in Attachment V to this resolution, the Council adopts the following statement of overriding consideration:

The Council finds that, based on the findings and statement of facts set forth above, and based on the Final EIR and/or other information contained in the record, its actions to approve the 6th Amendment is supported because the 6th Amendment will:

- (a) Eliminate blighting influences and correct environmental deficiencies in the Del Paso Heights Redevelopment Project Area (Project Area), including among others: unsafe or unhealthy buildings; factors that prevent or substantially hinder economically viable use or capacity of buildings or lots; incompatible land uses; subdivided lots of irregular shape and inadequate size for property usefulness; depreciated or stagnant property values or impaired investments; presence of hazardous wastes; abnormally high business vacancies, vacant lots, or abandoned buildings; lack of necessary neighborhood-serving commercial facilities; residential overcrowding; and excess of bars, liquor stores or adult-oriented uses; and, a high crime rate that threatens the public health, safety and welfare;
- (b) Provide increased sales, business license and other fees, taxes, and revenues to the City of Sacramento;
- (c) Expand the community's supply of low- and moderate-income housing (inside or outside of the Project Area);
- (d) Strengthen the economic base of the Project Area and the community by installing needed site improvements which will stimulate new industrial and commercial expansion, new employment and economic growth;
- (e) Assemble land into parcels suitable for modern, integrated development with improved pedestrian and vehicular circulation in the Project Area;
- (f) Increase retail, industrial and commercial use in the Project Area;

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RESOLUTION NO.: _____

DATE ADOPTED: _____

- (g) Implement performance criteria to assure high site-design standards that provide unity and integrity to the entire Project Area;
- (h) Reduce the City's annual cost of providing local services to and within the Project Area.

Section 5: The Environmental Coordinator of the City is directed to file a Notice of Determination with the County Clerk of Sacramento County pursuant to the provisions of Section 15096(i) of the State CEQA Guidelines.

MAYOR

ATTEST:

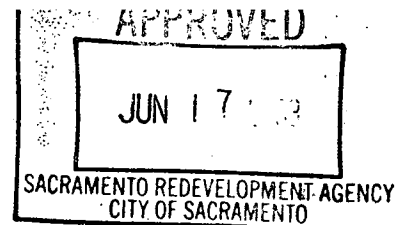
CITY CLERK

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

RESOLUTION NO. 2003-138



ADOPTED BY THE REDEVELOPMENT AGENCY OF THE CITY OF SACRAMENTO

ON DATE OF

**ADOPTION OF IMPLEMENTATION PLAN 2003-2007 FOR THE DEL PASO
HEIGHTS PROJECT, NEIGHBORHOOD DEVELOPMENT PROGRAM, PROJECT
NO. 5, AMENDMENT NO. 6**

WHEREAS, California Health and Safety Code Subsection 33490(a)(1) provides that on or before December 31, 1994, and each five years thereafter, each redevelopment agency that has adopted a redevelopment plan prior to December 31, 1993, shall adopt, after a public hearing, an implementation plan that shall contain the specific goals and objectives of the agency for the project area, the specific programs, including potential projects, and estimated expenditures proposed to be made during the next five years, and an explanation of how the goals and objectives, programs, and expenditures will eliminate blight within the project area, and how the requirements of California Health and Safety Code Sections 33334.2, 33334.4, 33334.6, and 33413 will be implemented; and,

WHEREAS, the Redevelopment Agency of the City of Sacramento (the "Agency") and the Sacramento City Council (the "City Council") adopted the Del Paso Heights Project, Neighborhood Development Program, Project No. 5 (the "Project Area") on May 12, 1970; and,

WHEREAS, the Agency previously adopted an implementation plan for the Del Paso Heights Redevelopment Area as part of the Agency-wide 2000-2004 Implementation Plan (the "existing Implementation Plan") in January 2000, and

WHEREAS, the Agency wishes to update the existing Implementation Plan with the "Implementation Plan 2003-2007" (the "Implementation Plan") which has been included in the Report to City Council for the Project pursuant to Health and Safety Code Section 33333.11 (e) (7); and,

WHEREAS, California Health and Safety Code Subsection 33490(d) provides that notice of public hearings on the Implementation Plan shall be published pursuant to Section 6063 of the Government Code and posted in at least four permanent places within the Project Area for a period of three weeks, and that publication and posting shall be completed not less than ten days prior to the date set for hearing; and,

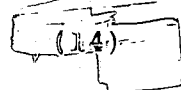
WHEREAS, the Agency did cause to be published a notice of public hearing on May 6, May 13, and May 20, regarding the Implementation Plan, and did post a copy of said notice of public hearing in four places in the Project Area; and,

WHEREAS, on June 3, 2003 the Agency conducted and concluded the above-referenced duly noticed public hearing pursuant to Health and Safety Code Section 33333.10 (e) (7) and 33333.10 (i); and,

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____



WHEREAS, the Implementation Plan contains all sections and subject matter required by California Health and Safety Code Section 33490.

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

SECTION 1. Pursuant to California Health and Safety Code Section 33490 and 33333.10-(e) (7), the Agency adopts the "Implementation Plan 2003-2007," which has been included in the Report to City Council for the Project Area.

SECTION 2. The Secretary to the Agency shall certify to the adoption of this resolution.

CHAIR

ATTEST:

SECRETARY

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

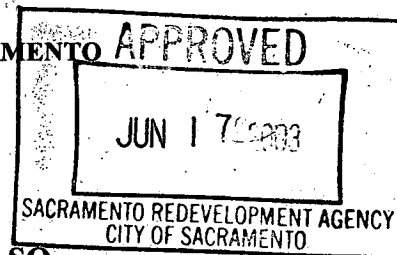
DATE ADOPTED: _____

(15)

RESOLUTION NO. 2003-039

ADOPTED BY THE REDEVELOPMENT AGENCY OF THE CITY OF SACRAMENTO

ON DATE OF



**FINDINGS REGARDING AND APPROVAL OF THE DEL PASO
HEIGHTS PROJECT NEIGHBORHOOD DEVELOPMENT PROGRAM,
PROJECT NO. 5, AMENDMENT NO. 6**

WHEREAS, the Sacramento Redevelopment Agency (the "Agency") has prepared an Amendment to the Redevelopment Plan for the Del Paso Heights Project, Neighborhood Development Program, Project No. 5 (the "Plan Amendment") in compliance with the California Community Redevelopment Law (Health and Safety Code, Sections 33000, *et seq.*) ("CRL"); and

WHEREAS, Section 33333.10 (h) of the CRL states that the Agency may not approve the Plan Amendment until certain findings are made; and

WHEREAS, while the City of Sacramento is in the process of updating its Housing Element as shown in attached letter. The current Housing Element of the Sacramento General Plan is in substantial compliance with the requirements of Article 10.6 of Chapter 3 of Division 1 of Title 7 of the Government Code; and

WHEREAS, the Agency has not during the past three fiscal years prior to the adoption of the proposed Plan Amendment been included in the report sent by the State Controller to the Attorney General pursuant to subdivision (b) of CRL Section 33080.8 as an agency that has a "major violation" pursuant to Section 33080.8 of the CRL as confirmed by Greg Walter, Accountant for the Agency, in a conversation with Betty Moya at the State Controller's Office on January 2, 2003 verifying that the Agency is not on the State Controllers list for audit findings; and

WHEREAS, the Department of Housing and Community Development has confirmed the Agency has not accumulated an excess surplus, as defined by Section 33334.12 of the Government Code, in its low- and moderate-income housing fund; in that a written request by the Agency and provision of the information requested by the HCD was duly submitted a copy of which submission is attached to the staff report that accompanies this resolution and incorporated in this resolution by this reference; and in that no response was given to the written request within 90 days after receipt of the written request, said requirement is deemed given pursuant to subdivision (h) of Section 33333.10 of the CRL.

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

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

Section 1. The Agency finds the current Housing Element to be in conformance with the Government Code. The State Department of Housing and Community Development has found that the Housing Element of the Sacramento General Plan is in substantial compliance with the requirements of Article 10.6 of Chapter 3 of Division 1 of Title 7 of the Government Code as included in their letter a copy of which is attached to the staff report that accompanies this resolution.

Section 2. The Agency finds it has not, during the past three fiscal years prior to the adoption of the proposed Plan Amendment, been included in the report sent by the State Controller to the Attorney General pursuant to subdivision (b) of CRL Section 33080.8 as an agency that has a "major violation" pursuant to Section 33080.8 of the CRL as confirmed by Greg Walter, Accountant for the Agency, in conversation with Betty Moya at the State Controller's Office on January 2, 2003 verifying that the Agency is not on the State Controllers list for audit findings.

Section 3. The Agency finds that the Department of Housing and Community Development has issued a letter confirming that the Agency has not accumulated an 'excess surplus', as defined by Section 33334.12 of the CRL, in its low- and moderate-income housing fund. A written request by the Agency and provision of the information requested by the HCD was issued, a copy of which is included as an attachment to the staff report that accompanies this resolution; and the Agency, not having received a response within 90 days after HCD's receipt of the written request, pursuant to subdivision (h) of Section 33333.10 of the CRL Agency's compliance with this requirement is deemed confirmed.

Section 4. The Agency finds that significant blight remains in the Project Area and such remaining blight cannot be eliminated without extending the deadline for the effectiveness for the Plan and the deadline to pay indebtedness with property taxes. This finding is based in part on the research and facts contained in the Report to City Council, which documents substantial and extensive remaining blight throughout most of the project area. The Report to City Council discusses the lack of private investment in the project area, the obstacles to physical and economic revitalization without the additional resources that will made available through the Plan Amendment, and the absence of other adequate public and private funding sources to effectuate the revitalization and blight elimination.

Section 5. The Agency hereby approves the Plan Amendment, subject to the City Council's adoption of an Ordinance adopting the Plan Amendment in accordance with the CRL.

CHAIR

ATTEST:

SECRETARY

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

ORDINANCE NO. _____

**AN ORDINANCE OF THE CITY OF SACRAMENTO, CALIFORNIA,
APPROVING AND ADOPTING A REDEVELOPMENT PLAN
AMENDMENT FOR DEL PASO HEIGHTS PROJECT, NEIGHBORHOOD
DEVELOPMENT PROGRAM, PROJECT NO. 5, AMENDMENT NO. 6**

WHEREAS, the California Community Redevelopment Law (the "CRL") (California Health and Safety Code Section 33000 et seq.) permits the adoption of redevelopment plans and redevelopment plan amendments; and

WHEREAS, the Sacramento City Council (the "City Council") approved and adopted the Redevelopment Plan for the Del Paso Heights Project, Neighborhood Development Program, Project No. 5 (the "Redevelopment Plan") on May 12, 1970 by Ordinance No. 2884; and

WHEREAS, the City Council subsequently amended the Redevelopment Plan on August 6, 1970 (Ordinance No. 2913), on May 21, 1985 (Ordinance No. 85-047), on November 18, 1986 (Ordinance No. 86-108), on October 4, 1994 (Ordinance No. 94-046), and on October 27, 1998 (Ordinance No. 98-045), and

WHEREAS, the Redevelopment Agency of the City of Sacramento (the "Agency") has prepared a proposed Amendment No. 6 to the Redevelopment Plan ("Plan Amendment No. 6") for the Del Paso Heights Project, Neighborhood Development Program, Project No. 5 (the "Project," or "Project Area," as appropriate) in compliance with the CRL; and

WHEREAS, the proposed Plan Amendment No. 6 (which is hereby incorporated by reference) will revise the existing Redevelopment Plan to extend by ten years the time limit on the effectiveness of the Redevelopment Plan, and

WHEREAS, the proposed Plan Amendment No. 6 will revise the existing Redevelopment Plan to extend by ten years the time limit on the receipt of tax increment, and

WHEREAS, the proposed Plan Amendment No. 6 will revise the existing Redevelopment Plan to extend by ten years the current deadline for repayment of tax increment, and

WHEREAS, the proposed Plan Amendment No. 6 will revise the existing Redevelopment Plan to make applicable the inclusionary housing requirements established in CRL Section 33413(b)(2)(A)(i) requiring that at least 15 percent of all new or substantially rehabilitated dwelling units developed in a project area by public or private entities or persons other than the Agency shall be available at affordable housing cost to persons and families of low or moderate income and shall be occupied by these persons and families. Not less than 40 percent of these units shall be available to and occupied by, very low-income households.

WHEREAS, the proposed Plan Amendment No. 6 will revise the existing Redevelopment Plan to increase the minimum amount that must be deposited in the Low- and Moderate-Income Housing Fund from 20 percent of the total tax increment received each year to 30 percent of the total tax increment received each year, commencing in the first fiscal year after the amendment is adopted (except as otherwise provided in CRL Section 33333.10(g)); and

WHEREAS, the City Council has received from the Agency the proposed Plan Amendment No. 6, prepared pursuant to Section 33333.11 of the CRL, a copy of which is on file with the City Clerk at the Office of the City Clerk of the City of Sacramento, 730 I Street, Room 211, Sacramento, California 95814, together with the Report to the City Council prepared pursuant to Section 33333.11 of the CRL (the "Report"), including the Final Environmental Impact Report prepared for the Plan Amendment (the "FEIR"); and

WHEREAS, by approval of Notice of Decisions and Finding of Facts, based on staff report M02-093 by the Sacramento Planning Commission on January 16, 2003, the Planning Commission submitted to the City Council its certification that the Plan Amendment conforms to the Sacramento General Plan, and its recommendation for approval of the Plan Amendment; and

WHEREAS, the City Council and the Agency opened and continued a joint public hearing on June 3, 2003, concerning the adoption of the Plan Amendment and re-opened the joint public hearing on the adoption of the Plan Amendment on June 17, 2003; and

WHEREAS, notice of the joint public hearing was duly and regularly published in a newspaper of general circulation in the City once a week for three (3) successive weeks prior to the date of the joint public hearing, and a copy of said notice and affidavit of publication are on file with the City Clerk of the City of Sacramento and Secretary of the Agency; and

WHEREAS, copies of the notice of the joint public hearing were mailed by first-class mail to the last known address of each assessee, as shown on the latest equalized assessment roll of the County of Sacramento, of each parcel of land in the Project Area, to each resident, and to each businesses as practicable at least thirty (30) days prior to the joint public hearing; and

WHEREAS, copies of the notice of the joint public hearing were mailed by certified mail with return receipt requested to the governing body of each taxing agency which receives taxes from property in the Project Area; and

WHEREAS, the Plan Amendment No. 6 makes no boundary changes nor any changes subject to CRL Section 33354.6, and Section 33457.1 of the CRL provides that to the extent warranted this Ordinance shall contain the findings required by Section 33367 of the CRL; and

WHEREAS, the City Council has considered the Report, the Plan Amendment and its economic feasibility, the feasibility of the relocation program, and the FEIR; and has provided an opportunity for all persons to be heard; and has received and considered all evidence and testimony presented for or against any and all aspects of the Plan Amendment; and

WHEREAS, the Agency and the City Council have reviewed and considered the FEIR for the Plan Amendment, prepared and submitted pursuant to Public Resources Code Section 21000 *et seq.* and CRL Section 33333.1, and certified said FEIR on the resolutions adopted on June 17, 2003.

NOW, THEREFORE, THE SACRAMENTO CITY COUNCIL DOES ORDAIN AS FOLLOWS:

SECTION 1:

The purpose and intent of the City Council with respect to the Plan Amendment is to extend by ten years the time limit on the Plan's effectiveness; to extend by ten years the time limit of payment of indebtedness and the receipt of property taxes; to increase the minimum amount that must be deposited in the Low-and Moderate-Income Housing Fund from 20 percent of the total tax increment received each year to 30 percent of the total tax increment received each year (except as otherwise provided in CRL Section 33333.10(g)); and to make CRL Section 33413 (b) applicable to the Project Area.

The overall objective of the Project is to continue efforts at eliminating or alleviating conditions of significant blight by providing needed public improvements, assistance for the development and rehabilitation of existing properties, the provision of low- and moderate-income housing and other activities authorized by the CRL. In doing such, the Agency intends to mitigate the effects of inadequate or obsolete design, irregularly shaped or inadequately sized lots, declining property values, and economic maladjustment in the Project Area. In eliminating these blighting conditions, the Project will facilitate development as contemplated in the Sacramento General Plan.

SECTION 2:

The City Council hereby finds and determines, based on the evidence in the record, including, but not limited to, the Agency's Report on the Plan Amendment, and all documents referenced therein:

- a) (1) The Project Area was previously determined by the City Council to be a blighted area, the redevelopment which is necessary to effectuate the public purposes declared in the CRL and such determination is conclusive pursuant to CRL Section 33368.
- (2) Significant blight remains in the Project Area and such remaining blight cannot be eliminated without extending the deadline for the effectiveness for the Plan and the deadline to pay indebtedness with property taxes. This finding is based in part on the research and facts contained in the Report.

- b) The Plan Amendment will allow continued redevelopment to occur within the Project Area in conformity with the CRL and in the interests of the public health, safety and welfare. This finding is based in part upon the fact that redevelopment of the Project Area will implement the objectives of the CRL by aiding in the elimination and correction of the conditions of significant blight, providing for planning, development, redesign, clearance, reconstruction or rehabilitation of properties which need improvement, and providing for higher economic utilization of potentially useful land.
- c) The adoption and implementation of the Plan Amendment is economically sound and feasible. This finding is based in part on the fact that with the passage of the Plan Amendment, the Agency will continue to engage in activities within the financial capability of the Agency based upon the revenues that will be available to the Agency and will pursue those activities which are consistent with revenues realized after adoption of the Plan Amendment. Furthermore, this finding is based upon the fact that the Agency's Report discusses and demonstrates the economic soundness and feasibility of the Project and undertakings pursuant thereto.
- d) The Plan Amendment conforms to the Sacramento General Plan including, but not limited to, the Housing Element thereof, which substantially complies with the requirements of Article 10.6 (commencing with Section 65580) of Chapter 3 of Division 1 of Title 7 of the Government Code. This finding is based in part on the finding of the Sacramento Planning Commission that the existing Plan conforms to the Sacramento General Plan (Planning Commission meeting of January 16, 2003 report M02-093).
- e) Implementation of the Plan Amendment will promote the public peace, health, safety and welfare of the City of Sacramento and will effectuate the purposes and policies of the CRL. This finding is based on the fact that redevelopment will benefit the Project Area and the community by allowing the Agency to correct continuing conditions of significant blight and by coordinating public and private actions to stimulate development, contribute toward needed public improvements and improve the economic, and physical conditions of the Project Area and the community.

- f) The continued elimination of the remaining significant blight and the continuation of the redevelopment of the Project Area would not reasonably be expected to be accomplished by private enterprise acting alone without the aid and assistance of the Agency. This finding is based in part upon the continued existence of blighting influences including, without limitation, the demonstrated lack of private sector interest in redeveloping properties in the Project Area, structural deficiencies and other indications of blight more fully enumerated in the Agency's Report, and the infeasibility due to cost of requiring individuals (by means of assessment or otherwise) to eradicate or significantly alleviate existing deficiencies in properties and facilities and the inability and inadequacy of other governmental programs and financing mechanisms to eliminate the blighting conditions.
- g) The Redevelopment Plan, as amended, contains adequate safeguards so that the work of redevelopment will be carried out pursuant to the Redevelopment Plan, and it provides for the retention of controls and the establishment of restrictions and covenants running with the land sold or leased for private use for periods of time and under conditions specified in the Redevelopment Plan, which the City Council deems necessary to effectuate the purposes of the CRL.
- h) Because the Plan Amendment does not amend the boundaries of the Project Area, amend the Agency's condemnation authority, or amend provisions of the Plan pertaining to displacement or relocation, the City Council is not required, for this Plan Amendment, to make the findings set forth in clauses (6), (7), (8), (9), (10), and (12) of subdivision (d), and set forth in subdivision (e), of CRL Section 33367, and all previous City Council findings and determinations made with respect to the foregoing remain valid, binding, and conclusive.
- i) The time limitations contained in the Redevelopment Plan, as amended by the Amendment, are reasonably related to the proposed projects to be implemented in the project area and to the ability of the Agency to eliminate blight within the Project Area. This finding is based on the financial information in the Report to Council, which demonstrates that the remaining dollars estimated to be available pursuant to the

Redevelopment Plan, as amended by the Amendment, will be needed to implement the programs and activities contemplated by the Redevelopment Plan and the Implementation Plan.

SECTION 3:

The City Council has considered written objections, if any, to the Plan Amendment and all evidence and testimony for and against the adoption of the Plan Amendment. All written objections, if any, have been overruled.

SECTION 4:

In order to implement and facilitate the effectuation of the Plan Amendment as hereby approved, the City Council hereby (a) restates its pledge of cooperation in helping to carry out the Redevelopment Plan, (b) restates its request that the various officials, departments, boards and agencies of the City of Sacramento having administrative responsibilities in the Project Area likewise cooperate to such end and exercise their respective functions and powers in a manner consistent with the redevelopment of the Project Area, (c) reaffirms that it stands ready to consider and take appropriate action upon proposals and measures designed to effectuate the Redevelopment Plan, and (d) re-declares its intention to undertake and complete any proceeding necessary to be carried out by the City of Sacramento under the provisions of the Redevelopment Plan, as amended.

SECTION 5:

The following sections replace those in the existing Redevelopment Plan:

1. The title and the first paragraph of Section 335 are amended to read as follows:

3. **[Section 335] Increase, Improve and Preserve the Supply of Low- and Moderate-Income Housing**

Pursuant to Section 33334.6 of the Community Redevelopment Law, and subject to the exceptions contained therein, not less than 20 percent of all taxes which are allocated to the Agency pursuant to subdivision (b) of Section 33670 of the Community Redevelopment Law and Section 502 of this Plan for the 1985-86 fiscal year and each succeeding fiscal year shall be used by the Agency for the purposes, set forth in Health and Safety Code Section 33334.2, of increasing, improving and preserving the City's supply of low and moderate income housing available at affordable housing costs, as defined by Sections 50052.5 and 50053 of the Health & Safety Code, to persons and families of low or moderate income, as defined in Section 50093 of the Health & Safety Code and very-low income- households, as defined in Section 50105 of the Health & Safety Code, unless one of the findings permitted by Section 33334.2 is made annually by resolution.

Pursuant to Section 33333.10(g)(1) of the Community Redevelopment Law (and subject to the exceptions in subdivisions (g)(2) and (g)(3) of such section), commencing in the first fiscal year following the adoption of this Ordinance, not less than 30 percent of all taxes that are allocated to the Agency pursuant to Section 33670 of the Community Redevelopment Law from this Plan shall be deposited into the Project Area's Low- and Moderate-Income Housing Fund for the purposes specified in Section 33333.10(f) of the Community Redevelopment Law.

2. Section 336 is added as follows:

4. [Section 336] New or Rehabilitated Dwelling Units Developed within the Project Area

To the extent required by Community Redevelopment Law Section 33413, at least thirty percent (30%) of all new and substantially rehabilitated dwelling units developed within the Project Area by the Agency shall be for persons and families of low- and moderate-income; and of such thirty percent (30%), not less than fifty percent (50%) thereof shall be for very low-income households.

To the extent required by Community Redevelopment Law Section 33413, at least fifteen percent (15%) of all new and substantially rehabilitated units developed within the Project Area by public or

private entities or persons other than the Agency shall be for persons and families of low- and moderate-income; and of such fifteen percent (15%), not less than forty percent (40%) thereof shall be for very low-income households. To satisfy this provision, in whole or in part, the Agency may cause by regulation or agreement, to be available, at affordable housing costs, to persons and families of low or moderate-income or to very low-income households, as applicable, two units outside the Project Area for each unit that otherwise would have had to be available inside the Project Area. Also, in order to satisfy this provision, the Agency may aggregate new or substantially rehabilitated dwelling in one or more redevelopment project areas, or may purchase long-term affordability covenants in existing housing whether or not in the Project Area.

The percentage requirements set forth in this Section shall apply in the aggregate to housing in the Project Area and not to each individual case of rehabilitation, development, price restriction, or construction of dwelling units. The Agency may purchase long-term affordability covenants for units to the greatest extent allowed by law.

The Agency shall require, by contract or other appropriate means, that whenever any low- and moderate-income housing units are developed within the Project Area, such units shall be made available on a priority basis for rent or purchase, whichever the case may be, to persons and families of low- and moderate-income displaced by the Project; provided, however, that failure to give such priority shall not affect the validity of title to the real property upon which such housing units have been developed.

3. Section 506 is amended to read as follows:

Section 506.

The Agency may not receive and shall not repay indebtedness with the proceeds from property taxes received pursuant to Section 33670 of the Community Redevelopment Law and Section 502 of this Plan beyond May 11, 2030, except to repay debt to be paid from the Low and Moderate Income Housing Fund established pursuant to Section 33334.6 of the Community Redevelopment Law and Section 335 of this Plan, or debt established in order to fulfill the

Agency's obligations under Section 33413(a) of the Community Redevelopment Law and Section 334 of this Plan.

4. Section 800 is amended to read as follows:

Section 800. DURATION OF THIS PLAN

Except for the non-discrimination and non-segregation provisions imposed by the Agency which shall run in perpetuity, and the affordable housing covenants imposed by the Agency which shall continue in effect for a period as may be determined and specified by the Agency, the provisions of this Plan shall be effective, and the provisions of other documents formulated pursuant to this Plan may be made effective until May 11, 2020; provided, however, that, subject to the limitations and exceptions thereto set forth in Sections 504 and 506 of this Plan, the Agency may issue bonds and incur obligations pursuant to this Plan which extend beyond the termination date, and in such event, this Plan shall continue in effect for the purpose of repaying such bonds or other obligations until the date of retirement of such bonds or other obligations.

SECTION 6:

In all respects, the Redevelopment Plan for the Del Paso Heights Project, Neighborhood Development Program, Project No. 5, as amended hereby shall remain in full force and effect in the Project Area.

SECTION 7:

The City Clerk is hereby directed to send a certified copy of this Ordinance to the Agency, whereupon the Agency will continue to be vested with the responsibility for carrying out the Redevelopment Plan, as amended.

SECTION 8:

The City Clerk is hereby directed to record with the Sacramento County Recorder a statement that the Plan Amendment has been approved in conformity with the CRL.

SECTION 9:

The City Clerk is hereby directed to transmit a copy of the statement to be recorded by the City Clerk pursuant to Section 7 of this Ordinance to the governing body of each of the taxing agencies which receives taxes from property in the Project Area.

SECTION 10:

This Ordinance shall be in full force and effect thirty (30) days from and after the date of final passage.

SECTION 11:

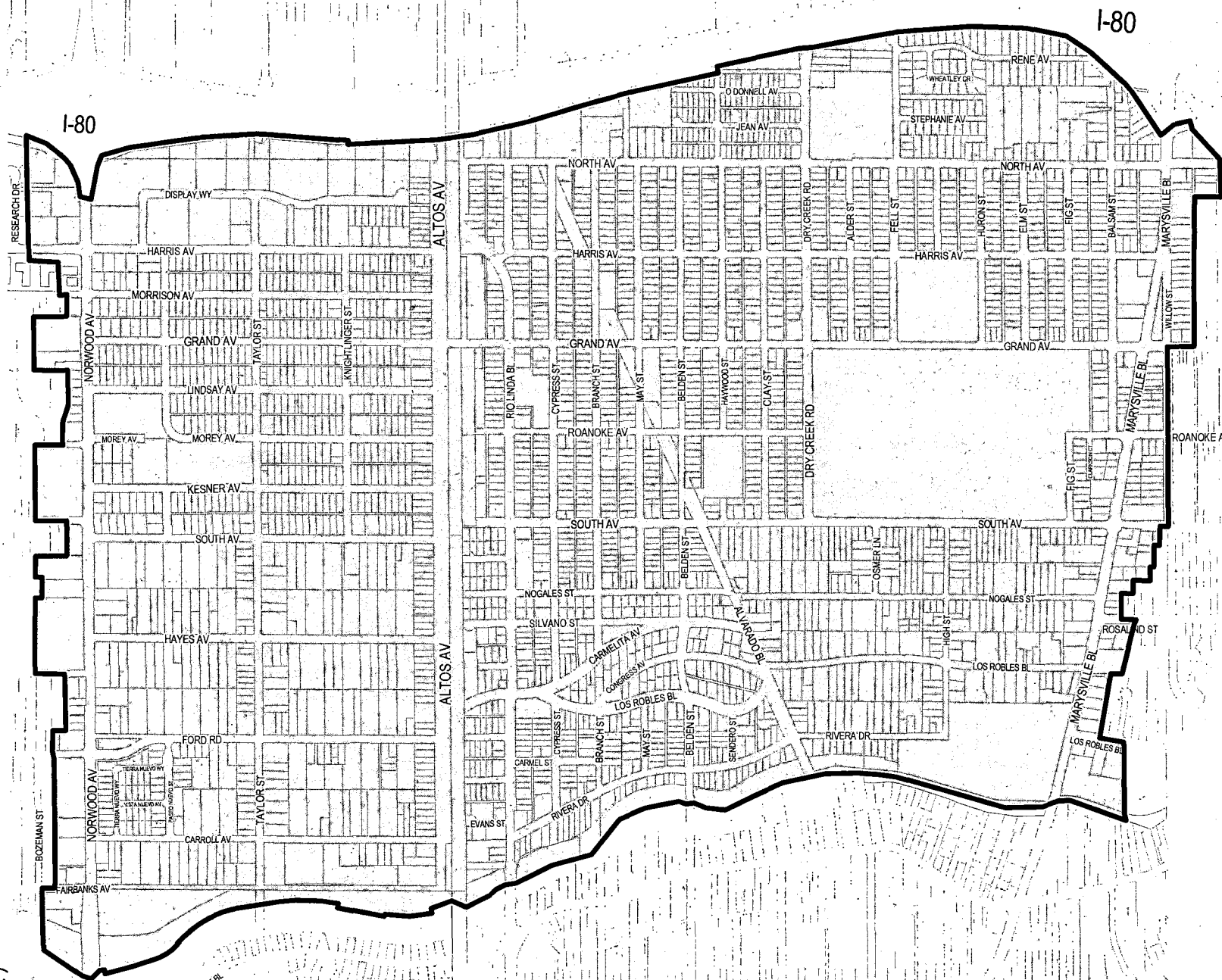
If any part of this Ordinance, or the Plan Amendment which it approves, is held to be invalid for any reason, such decision shall not affect the validity of the remaining portion of this Ordinance or of the Redevelopment Plan, and the City Council hereby declares it would have passed the remainder of this Ordinance or approved the remainder of the Redevelopment Plan if such invalid portion thereof had been deleted.

PASSED, APPROVED, AND ADOPTED by the Sacramento City Council this 17th day of June, 2003.

Heather Fargo, Mayor
City of Sacramento

ATTEST:

Valerie Burrowes, City Clerk
City of Sacramento



Sacramento Redevelopment Agency
Del Paso Heights

PROJECT AREA

 Project Area



**THE REDEVELOPMENT AGENCY OF THE CITY OF SACRAMENTO
RE: IMPLEMENTATION OF THE 6TH AMENDMENT TO THE REDEVELOPMENT
PLAN FOR THE DEL PASO HEIGHTS REDEVELOPMENT PROJECT AREA**

**FINDINGS OF FACT AND
STATEMENT OF OVERRIDING CONSIDERATIONS**

I. GENERAL INFORMATION AND DESCRIPTION OF THE PROJECT

The Del Paso Heights Redevelopment Plan Environmental Impact Report was certified by the Redevelopment Agency ("Agency") of the City of Sacramento on June 17, 2003. The project proposed by the Agency and discussed in the Final Environmental Impact Report (FEIR) certified by the Agency consists of the implementation of the 6th Amendment to the Redevelopment Plan for the Del Paso Heights Project Area ("6th Amendment"), in accordance with the California Community Redevelopment Law.

The proposed project would amend the Redevelopment Plan for the Del Paso Heights Redevelopment Area, ("Redevelopment Plan" or "Project Area") pursuant to Health and Safety Code Section 33333.10. This deadline amendment will extend the effectiveness of the Redevelopment Plan from 2010 to 2020, and the deadline for receiving tax increment, repaying debt and completing very low-, low- and moderate-income housing projects from 2020 to 2030. The 6th Amendment will also amend the plan to require inclusionary housing pursuant to Section 33413, and increase the minimum low- and moderate-income housing deposit to 30%.

As part of the amendment process, the Agency will adopt a revised and updated Implementation Plan (2003-2008) that adds projects and programs which have been developed out of the original goals and objectives of the Redevelopment Plan and the changing needs of the community. Redevelopment actions outlined in the Redevelopment Plan and the proposed 2003-2008 Implementation Plan Update include property acquisition; land assemblage; demolition or rehabilitation of structures; installation of streets, utilities and other public facilities and infrastructure; funding, construction, rehabilitation and/or development assistance for community centers, recreation centers, schools, child-care centers, parks, urban design plans, master plans, streetscapes and facility improvements; construction of small public or private facilities; and very low-, low- and moderate-income and market-rate housing construction.

The Del Paso Heights Redevelopment Project Area ("Project Area") is in the Del Paso Heights community of the City of Sacramento, north of downtown Sacramento. The Project Area is roughly bound by I-80 to the north, Marysville Boulevard to the east, Arcade Creek to the south and Norwood Avenue to the west. The Project Area encompasses approximately 1,038 acres.

All projects and programs previously adopted by the Agency in conjunction with the Redevelopment Plan and subsequent plan amendments and implementation plans will continue to be implemented to address the blight on the properties identified.

Extending the time limits as described above will cause secondary changes in the manner the Redevelopment Plan is implemented, as follows:

- The Agency will increase its contributions to the low- and moderate-income housing fund from 20% to 30% of gross tax increment revenues, pursuant to the California Community Redevelopment Law. These payments would commence in the fiscal year following adoption.
- The Agency will begin to make mandatory payments to various affected taxing agencies, amongst which are the County of Sacramento, the City of Sacramento's general fund, the school district, and other entities. These payments commenced in 2001/02 as a result of a 1998 amendment to extend the time limit for incurring debt.
- From the first fiscal year following adoption of the Amendment until 2020, no more than 15% of Low- and Moderate-Income Housing Fund deposits (calculated over a five year period) may be spent for persons and families of moderate income, and these funds may only be spent on projects in which 49% or more of the units are for low- or very-low families or persons; except that up to another 5% of housing fund deposits can be spent on persons and families of moderate income if it is matched by expenditures on persons and families of extremely-low income.
- Beginning in 2020, and except for low- and moderate-income housing funds, the Agency will be prohibited from spending tax increment funds in areas that are identified by the proposed amendment as no longer blighted.
- Beginning in 2020, the Agency may only spend its low- and moderate-income housing funds on housing for low or very-low income households, except that no more than 15% of the money deposited in the low- and moderate-income housing fund may be used for moderate-income housing. Moderate income housing expenditures must be matched by expenditures on housing for extremely low-income persons or families.

This proposed Amendment does not change any of the Redevelopment Plan's original objectives or goals. However, additional projects and programs that were not previously stated in the 2000-2004 Implementation Plan have been added to the updated Implementation Plan. These new projects and programs have been created based on the both the Redevelopment Plan for Del Paso Heights which aims to further eliminate blight in the area as well as the changing needs of the community.

Certain goals and objectives, as defined in the Amended and Restated Redevelopment Plan and the existing five-year implementation plan have been identified in connection with the Project. The accomplishment of these goals and objectives will achieve the purposes of the California Community Redevelopment Law. In general, the goals and objectives of redevelopment in the Project Area are as follows:

1. **Housing Goals:** To provide standard housing for all families presently residing in Del Paso Heights and, at the same time to increase the housing supply. Rehabilitation will be fostered and encouraged where feasible and compatible with Plan objectives. Should clearance of existing structures be necessary, it will be coordinated with the availability of relocation housing. To provide for new housing construction.

2. **Social Goals:** To develop a superior level of community facilities providing for the cultural, health and social needs of the residents. Also, to develop a program maximizing citizen participation in the redevelopment process.
3. **Environmental Goals:** To improve the neighborhood environment and image. To eliminate blighted and blighting conditions. To provide all appropriate amenities to support the basic residential character of the area.
4. **Economic Goals:** To increase and develop economic activity in the area by attracting new business, assisting existing business and enhancing property values. To provide for new housing within the means of the majority of area residents. To enforce a strong affirmative action program with all contractors working in the area. To effect a workable residential rehabilitation program maximizing the improvement of economically feasible properties.

The EIR describes the facts forming the basis for these objectives (DEIR, pp. 3-1 to 3-5).

II. BACKGROUND

The City of Sacramento ("City") has 13 redevelopment plans under the jurisdiction of the Agency. The Del Paso Heights Project, Neighborhood Development Program (the "Del Paso Heights Project" or the "Project Area") was originally adopted in 1970 and subsequently amended five times. As of January 2000, over \$46 million has been invested into the Project Area due to redevelopment. Even though improvements have been made in the Project Area over the past 30 years, the Agency is concerned that conditions of blight still remain and that certain time limits are about to be met.

To address this problem, the Sacramento City Council ("City Council") and the Agency are amending the Redevelopment Plan to extend the time limit of the effectiveness and the time limit on the receipt of tax increment in the Redevelopment Plan for the Del Paso Heights Project (the "Redevelopment Plan"). Extending these limits will allow the Agency to remain active in the Project Area and collect tax increment to pay for additional improvements. As part of the amendment process, the Agency will adopt a revised and updated Implementation Plan (2003-2008) that adds projects and programs which have been developed out of the original goals and objectives of the Redevelopment Plan and the changing needs of the community. This amendment will establish the beginning of a new five year period for the Implementation Plan. There are no other changes related to this amendment and the boundaries for the Project Area will remain the same.

According to California Community Redevelopment Law (Health and Safety Code Section 33000 et seq.; the "CRL"), a redevelopment plan may be amended to extend the life of the plan as well as the time to pay indebtedness and receive tax increment if both of the following conditions exist:

- Significant blight remains within the Project Area.
- This blight cannot be eliminated without extending the effectiveness of the Plan and the receipt of property taxes.

On December 20, 2002, the Agency distributed a Notice of Availability of the Draft EIR for the Del Paso Heights Redevelopment Plan 6th Amendment to an extensive mailing list of public agencies, taxing entities, interested persons and organizations. The Notice of Availability was also published

in a newspaper of general circulation, and the Notice of Availability and copies of the Draft EIR were distributed to the Governor's Office of Planning and Research State Clearinghouse.

In accordance with the California Environmental Quality Act (CEQA) Guidelines, a 45-day public review period was provided for the Draft EIR, ending February 3, 2003. During the review period, three letters were received from local agencies. An extended review period was provided on the Final EIR, exceeding the minimum 10 days required by CEQA Statute, Public Resources Code, Division 13, Section 21092.5(a), to allow a review of responses made to public agencies that commented during the 45-day public review period of the Draft EIR.

The Final EIR response to comments document, together with the Draft EIR for the Del Paso Heights Redevelopment Plan 6th Amendment, constitutes the Final EIR for the proposed project. This document incorporates comments received on the Draft EIR, as well as appropriate responses by the Agency, as lead agency, to these comments. The Final EIR is an informational document that was considered by the both the Agency, as lead agency, and the City Council, as responsible agency, prior to approving the project.

III. THE RECORD OF PROCEEDINGS

For the purposes of CEQA and the Findings identified in Section IV, the record of proceedings for the Agency's decision on the environmental analysis of this Project consists of the following documents:

1. *Del Paso Heights Redevelopment Plan 5th Amendment Initial Study/Negative Declaration*, Sacramento Housing and Redevelopment Agency, City of Sacramento, October 1998.
2. *Del Paso Heights Redevelopment Plan Amendment Draft Environmental Impact Report*, Sacramento Housing and Redevelopment Agency, City of Sacramento, January 1985.
3. *City of Sacramento General Plan*, City of Sacramento, January 19, 1988.
4. *City of Sacramento Zoning Code*, City of Sacramento
5. *Del Paso Nuevo Project, Environmental Assessment / Initial Study*, City of Sacramento and Sacramento Housing and Redevelopment Agency, February 3, 1998.
6. *Draft and Final Environmental Impact Report, City of Sacramento General Plan Update*, City of Sacramento, Draft EIR is dated March 2, 1987 and Final EIR is dated September 30, 1987.
7. *Air Quality Thresholds of Significance*, Sacramento Metropolitan Air Quality Management District, 1994, First Edition.
8. *2010 Sacramento City/County Bikeway Master Plan*, Environmental Impact Report, County of Sacramento, September 1992.
9. *McClellan AFB/Watt Avenue Redevelopment Plan Final Environmental Impact Report*, Redevelopment Agency of the County of Sacramento, certified December 4, 2001;
10. All reports, memoranda, maps, letters, minutes of meetings and other planning documents prepared by the planning consultants, the environmental consultants, Agency staff, City staff,

or responsible agencies with respect to the Agency's and City's compliance with the substantive and procedural requirements of CEQA and with respect to the Agency's and City's action on the Project;

11. All staff reports and related documents prepared by the Agency or City and written testimony or documents submitted by any person relevant to these or any other findings or statement of overriding considerations adopted by the Agency and City pursuant to CEQA;
12. All documents submitted by members of the public and public agencies in connection with the FEIR, including but not limited to comments on the NOP issued for the Project;
13. All notices issued by the Agency and City to comply with CEQA or with any other law governing the processing and approval of the Project;
14. Minutes and verbatim transcripts of all workshops, public meetings and public hearings, or video tapes where transcripts are not available or adequate, held by the Agency or City, by either the Agency or Council or by an advisory body, at which the Agency or Council heard testimony on, or considered any environmental document on the Project;
15. All findings or resolutions adopted by the Agency and City in connection with the Project, and all documents cited or referred to therein;
16. Any documentary or other evidence submitted at workshops, public meetings and public hearings on the Project;
17. All written evidence or correspondence submitted to, or transferred from, the Agency and City with respect to compliance with CEQA or with respect to the Project;
18. Any proposed decisions or finding submitted to the Agency or City by its staff, consultants agency, or other persons;
19. Any other written materials relevant to the Agency's or City's compliance with CEQA or to its decision on the merits of the Project, including the initial study, any drafts of any environmental document, or portions thereof, which have been released for public review, and copies of studies or other documents relied upon in any environmental document prepared for the project and either made available to the public during the public review period or included in the Agency's or City's files on the project, and all internal Agency or City communications, including staff notes and memoranda related to the project or to the Agency's or City's compliance with CEQA; and
20. Matters of common knowledge to the Agency and Council which it considers, including, but not limited to, relevant portions of the following:
 21. Sacramento City General Plan and FEIR including the Land Use Maps and elements thereof;
 22. Sacramento City Code;
 23. Other formally adopted policies and ordinances.

The custodian of the documents comprising the record of proceedings for the Agency's decision is the Legal Department of the Sacramento Housing and Redevelopment Agency. The location of the administrative record is SHRA, 630 I Street, Sacramento, California, 95814.

IV. FINDINGS AND STATEMENTS OF FACTS SUPPORTING THE FINDINGS

A. SIGNIFICANT IMPACTS WHICH CAN BE AVOIDED OR MITIGATED

Finding. As authorized by Public Resources Code Section 21081 and Title 14, California Administrative Code Sections 15091, 15092, and 15093, the Agency finds that changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant environmental impacts listed below, as identified in the EIR.

These findings are supported by substantial evidence in the record of proceedings before the Agency as stated below.

1. Noise Impact 4.4-4: Expose Existing or Planned Land Uses to Noise That Would Conflict With Local Planning Guidelines or Noise Ordinance Criteria

a. Significant Impact

Traffic noise levels adjacent to the major road segments within the Project Area currently exceed normally acceptable levels for sensitive receptors. The SGPU Noise Element policies call for the analysis of specific projects to determine whether outdoor and indoor levels would comply with the Noise Element standards. However, this requirement is triggered only on discretionary projects, and most single family infill projects would be exempt from City entitlement review. Therefore, actions to encourage residential development in areas with existing and projected ambient noise levels above 60 dB are considered *potentially significant*.

b. Facts in Support of Finding (DEIR pp. 4.1-11)

The significant effect listed above will be reduced to a less-than-significant level with the implementation of noise mitigation measure 4.4-4:

For all redevelopment funded projects within 500 feet of Interstate 80 and within 150 feet of Norwood Avenue, Rio Linda Boulevard and Marysville Boulevard, the Agency shall provide adequate and appropriate sound barriers or conduct an acoustical analysis to ensure existing construction methods are adequate to insure interior noise levels of 45 dBA or less are maintained for future ambient noise levels. If necessary, appropriate noise insulation measures shall be identified and included in the construction documents to the satisfaction of the City Building Division.

2. Hazards and Hazardous Materials Impact 4.6-2, Potential Redevelopment of Previously Identified or Unidentified Contaminated Sites

a. Significant Impact

Redevelopment activities often involve the rehabilitation or reuse of older properties that may result in the discovery of previously unidentified contaminated properties, or provide for reuse of identified, but not yet remediated sites. Historical uses which have created releases of hazardous substances or petroleum products may be masked by the present or recent uses

of the property. Excavation could damage unidentified underground storage tanks with some remaining petroleum products that could result in the exposure of construction workers and result in associated significant adverse health effects. In addition, construction activity could uncover unknown sites of soil contamination that could result in the exposure of construction workers and result in associated significant adverse health effects. This would be a *significant impact*.

b. Facts in Support of Finding (DEIR pp. 4.6-1 - 4.6-10)

The significant effect listed above will be reduced to a less-than-significant level with the implementation of mitigation measure 4.6.2:

A thorough examination of past property uses shall be required for redevelopment projects prior to demolition or construction. This examination shall conform to the Phase I Environmental Site Assessment process established by ASTM (E1527-00), and shall include a site reconnaissance, a review of regulatory databases, interviews with persons knowledgeable of the property, and a review of past property uses using appropriate historical sources.

3. Biological Resources Impact 4.5-1, Potential Loss of Heritage Trees

a. Significant Impact

The Project Area contains trees that would be regulated under the City of Sacramento Heritage Tree Ordinance. The loss of heritage trees would be a *significant impact*.

b. Facts in Support of Finding (DEIR pp. 4.5-1 - 4.5-6)

Infrastructure improvements and development that occurs in furtherance of the amended Redevelopment Plan would be required to assess any potential project specific construction impacts to trees, in coordination with the City Arborist. Heritage trees in the Project Area would be protected by the Heritage Tree Ordinance. Heritage trees are defined by the Ordinance as trees of any species having a trunk circumference of 100 inches or more measured 4.5 feet above ground level, which are of good quality in terms of health, vigor of growth, and conformity to generally accepted horticultural standards of shape for its species.

The significant effect listed above will be reduced to a less-than-significant level with the implementation of mitigation measure 4.5-1a and 4.5-1b to reduce potential impacts on "heritage" trees:

4.5-1a To the extent feasible, existing heritage trees shall be retained and incorporated into proposed development and/or landscaping plans; or,

4.5-1b If heritage trees cannot be avoided and will likely be removed, a certified arborist shall conduct a tree survey to identify the diameter at breast height (DBH), height, location, and health of the trees to be removed. This information is required for a

permit to remove the trees. Recommendations for tree planting/replacement ratios and appropriate planting sites would also be included in this report.

4. Cultural Resources Impact 4.7-1, Loss or Degradation of Undiscovered Prehistoric and Historic Resources

a. Significant Impact

Implementation of the 6th Amendment would include ground disturbing activities such as infrastructure improvements, grading and trenching for development. Although the likelihood of encountering cultural remains during construction is low, such disruption would likely result in the permanent loss of potentially important cultural resource data. Therefore, this is considered a *potentially significant impact*.

b. Facts in Support of Finding (DEIR pp. 4.7-1 - 4.7-13)

Prehistoric cultural resource issues in the City of Sacramento area are addressed through the City's environmental review and permit processing procedures. The City Planning Division maintains a map of known prehistoric archaeological resources and archaeologically sensitive areas. When development is proposed in one of these areas, an archaeological report may be required to be appended to any entitlement application and the City's standard archaeological resource mitigation measures may be required as a condition of approval.

The significant effect listed above will be reduced to a less-than-significant level with the implementation of mitigation measure 4.7.1:

Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, human remains, or architectural remains be encountered during any development activities, work shall be suspended and a qualified archaeologist shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less than significant level before construction continues. Such measures could include (but would not be limited to) researching and identifying the history of the resource(s), mapping the locations, and photographing the resource. In addition, pursuant to Section 5097.98 of the State Public Resources Code, and Section 7050.5 of the State Health and Safety Code, in the event of the discovery of any human remains, all work is to stop and the County Coroner shall be immediately notified. If the remains are determined to be Native American, guidelines of the Native American Heritage Commission shall be adhered to in the treatment and disposition of the remains.

B. SIGNIFICANT IMPACTS WHICH CANNOT BE AVOIDED

Finding: The Agency finds that, where feasible, the changes or alterations have been required in, or incorporated into the Project that reduce the significant environmental impacts listed below as identified in the EIR. However, specific economic, social, or other considerations make infeasible

mitigation measures or project alternatives to reduce the following impacts to a less-than-significant level. This finding is supported by evidence in the record of the proceeding before the Agency including the Draft and Final EIR prepared for this project and the General Plan for the City of Sacramento and the associated EIR. All available, reasonably feasible mitigation measures identified in the EIR are employed to reduce the magnitude of the impacts, even if the reduction is not to a less-than-significant level. Also incorporated into this section are the findings and facts stated in Section V that reject the No Project Alternative for failure or infeasibility to mitigate the potential effect and achieve the basic objectives of the project.

1. Noise Impact 4.4-1, Construction Noise at Sensitive Receptors

a. Significant Impact

Construction activities related to public and private projects undertaken as a result of the Redevelopment Plan could result in an increase in ambient noise levels during construction. This would be a short-term significant impact.

b. Facts in Support of Finding (DEIR pp. 4.4-8)

The City noise ordinance requires that all internal combustion engines used in construction must be equipped with suitable exhaust and intake silencers which are in good working order. However, exceedances of noise standards can still occur as discussed above, resulting in temporary adverse impacts on sensitive receptors during construction. No additional mitigation is available, and the impact remains temporary and significant for the duration of the construction activity.

2. Transportation/Traffic Impact 4.10-1, Cumulative Roadway Impacts

a. Significant Impact

The SGPU EIR determined that buildout of the designated land uses would result in significant and unavoidable cumulative impacts on the roadway system in the Project Area. The proposed 6th Amendment would remove barriers to growth and encourage General Plan buildout in the Project Area, and be an indirect contributor to these identified impacts. There are 134 acres of developable infill parcels in the Project Area, which if developed to allowable densities could result in an increase in vehicle trips of up to 28 percent over current impacts. Cumulative traffic impacts on Marysville Boulevard cannot be mitigated without displacing existing uses and cumulative additions to congestion on I-80 are *significant*.

b. Facts in Support of Finding (DEIR pp. 4.2-1 - 4.2-6)

The proposed 6th Amendment falls within the scope of the SGPU Program EIR and the findings adopted for the City's General Plan Update, and will not result in any significant impacts over and above those previously analyzed in the SGPU EIR. The City monitors roadway conditions and determines when improvements are warranted per City standards and criteria, and includes such improvements in their Capital Improvements Program as appropriate. As site specific development proposals are identified and submitted to the City

for permits, the City has procedures and requirements in place to analyze operational impacts and imposed mitigation measures as required. No other mitigation measures are available at the programmatic level.

V. REJECTION OF ALTERNATIVES (DEIR pp 5.1 to 5.6)

NO PROJECT ALTERNATIVE

Under the No-Project Alternative, the Del Paso Heights Redevelopment Plan would not be amended to extend the effectiveness of the Redevelopment Plan from 2010 to 2020, or extend the deadline for receiving tax increment, repaying debt and completing low-moderate housing projects from 2020 to 2030. The proposed public improvements that would be assisted with the Plan and other Redevelopment Plan programs (such as commercial/industrial rehabilitation and low- and moderate-income housing assistance) would not be implemented with redevelopment funding after 2010. The Del Paso Nuevo project would not be completed. The existing ongoing Implementation Programs and Projects that have been funded with current tax increment flows would continue under the Redevelopment Plan for until 2010 and then be discontinued. Significant blight remains in the Project Area that would not be eliminated in this time period.

The No-Project Alternative assumes additional development beyond existing uses would not occur. Although required by CEQA, such an alternative is not particularly relevant to redevelopment plan implementation, which only has an effect on continuing activities and General Plan growth in the Project Area, and has no control over land use decisions. The No-Project scenario would be similar to any aged and blighted urban area, where the Project Area would stay a marginal area with inadequate infrastructure, low lease rates and a deteriorating housing stock. Quality of development would be poor, blight would persist, and the housing stock would continue to deteriorate. Economic activity along the Marysville Boulevard corridor would remain depressed, with increased building vacancies.

Finding

Specific economic, social, or other considerations make infeasible the No Project Alternative identified in the EIR and described above in that:

- a) The No Project Alternative would fail to resolve conditions of blight in the Project Area.
- b) The No Project Alternative would not promote the City's General Plan policies related to promoting the rehabilitation and revitalization of existing commercial centers, and the preservation of existing housing stock.
- c) The No Project Alternative would not achieve the basic goals and objectives of the Project, including housing, social, environmental and economic goals for the Project Area.
- e) Significant effects of the Project are acceptable when balanced against this Alternative and the facts set forth in the Statement of Overriding Considerations.

NO REDEVELOPMENT PLAN - ALTERNATIVE MEANS OF REVITALIZATION WITH PUBLIC FUNDS

This alternative considers utilization of public revenue sources other than tax increment financing to fund public improvements and other actions in the Project Area after 2010. Federal, State, County, and City programs exist that may initiate similar development without the need for redevelopment tax increment financing. These sources of alternative funding typically include mortgage revenue bonds, Community Development Block Grant funds (CDBG), Economic Development Administration funds, State and Federal Transportation Grants, Urban Development Action funds, and revenue bonds. Such funding sources may avoid the potential reduction of service levels for agencies that receive less revenue if full tax increment financing is used. However, some of the potential funding sources are capped each year for the City, such as CDBG funds. Any such funds used in the Del Paso Heights Project Area are funds unavailable to alleviate blight in other parts of the City. In addition, many of these funds require application and competition, and cannot be relied upon to be available consistently over the next 30 years. Under this alternative, the \$13.2 million increase in funds available for low- and moderate-income housing programs and the \$40 million increase in funds for non-housing projects under the amended Plan would not be available.

Finding

Specific economic, social, or other considerations make infeasible the No Project Alternative identified in the EIR and described above in that:

- a) The No Redevelopment Plan - Alternative Means of Revitalization with Public Funds Alternative would be less effective than the Project in resolving conditions of blight in the Project Area.
- b) The No Redevelopment Plan - Alternative Means of Revitalization with Public Funds Alternative would be less effective than the Project in promoting the City's General Plan policies related to promoting the rehabilitation and revitalization of existing commercial centers, and the preservation of existing housing stock.
- c) The No Redevelopment Plan - Alternative Means of Revitalization with Public Funds would be less effective than the Project in achieving the basic goals and objectives of the Project, including housing, social, environmental and economic goals for the Project Area.
- e) Significant effects of the Project are acceptable when balanced against this Alternative and the facts set forth in the Statement of Overriding Considerations.

ENVIRONMENTALLY SUPERIOR ALTERNATIVE

In most cases, the implementation activities identified with the amended Redevelopment Plan are intended to mitigate existing problems and barriers to planned growth within the Project Area. By providing an additional 10 years of mitigation for existing infrastructure and blight problems caused by the Project Area's declining commercial/industrial corridors and housing stock, the proposed project, amendment of the Redevelopment Plan, is the environmentally superior alternative. Under the amended Redevelopment Plan, inadequate water, sewer and drainage infrastructure will be

upgraded, circulation and pedestrian safety will be improved, hazardous materials will be remediated, and dangerous/vacant buildings removed or rehabilitated and reused. Because of the unique nature of the Redevelopment Plan, implementation of the Redevelopment Plan will have an overall beneficial impact on the Project Area. Project specific impacts for construction activities funded by redevelopment will be primarily short-term in nature (i.e., construction noise).

VI. STATEMENT OF OVERRIDING CONSIDERATIONS

Notwithstanding disclosure of the significant impacts and the accompanying mitigation, the Agency has determined pursuant to Section 15093 of the CEQA Guidelines that the benefits of the project as revised outweigh the adverse impacts, and the Project should be approved.

With reference to the above findings and in recognition of those facts which are included in the record, the Agency has determined that the Project would contribute to environmental impacts which are considered significant and adverse, as disclosed in the EIR prepared for the Project. Mitigation measures have been adopted to mitigate: 1) the potential exposure of existing or planned land uses to noise that would conflict with local planning guidelines or noise ordinance criteria, 2) a potential to uncover unknown sites of soil contamination that could result in the exposure of construction workers and result in associated significant adverse health effects; 3) the potential loss of heritage trees; and 4) the potential endangerment of existing underground storage tanks and associated piping system integrity from redevelopment activities.

The Agency specifically finds that as a part of the process of obtaining project approval all significant effects on the environment with implementation of the Project have been eliminated or substantially lessened where feasible. Furthermore, the Agency specifically finds and makes this statement of overriding considerations that there are specific social, economic, and other reasons for approving this project, notwithstanding the disclosure of significant adverse impacts disclosed in the Del Paso Heights Redevelopment Plan 6th Amendment EIR prepared for this project – 1) construction noise at sensitive receptors related to public and private projects undertaken as a result of the Redevelopment Plan, and 2) significant and unavoidable cumulative impacts on the roadway system in the Project Area – and these are acceptable due to the overriding considerations described below. The reasons are that the Project will:

- (a) eliminate blighting influences and correct environmental deficiencies in the Del Paso Heights Redevelopment Project Area (Project Area), including among others: unsafe or unhealthy buildings; factors that prevent or substantially hinder economically viable use or capacity of buildings or lots; incompatible land uses; subdivided lots of irregular shape and inadequate size for property usefulness; depreciated or stagnant property values or impaired investments; presence of hazardous wastes; abnormally high business vacancies, vacant lots, or abandoned buildings; lack of necessary neighborhood-serving commercial facilities; residential overcrowding; and excess of bars, liquor stores or adult-oriented uses; and, a high crime rate that threatens the public health, safety and welfare;
- (b) provide increased sales, business license and other fees, taxes, and revenues to the City of Sacramento;
- (c) expand the community's supply of low- and moderate-income housing (inside or

outside of the Project Area);

- (d) strengthen the economic base of the Project Area and the community by installing needed site improvements which will stimulate new industrial and commercial expansion, new employment and economic growth;
- (e) assemble land into parcels suitable for modern, integrated development with improved pedestrian and vehicular circulation in the Project Area;
- (f) increase retail, industrial and commercial use in the Project Area;
- (g) implement performance criteria which assure high site-design standards which provide unity and integrity to the entire Project Area; and
- (h) reduce the City's annual cost of providing local services to and within the Project Area.

**THE CITY COUNCIL OF THE CITY OF SACRAMENTO
RE: IMPLEMENTATION OF THE 6TH AMENDMENT TO THE REDEVELOPMENT
PLAN FOR THE DEL PASO HEIGHTS REDEVELOPMENT PROJECT AREA**

**FINDINGS OF FACT AND
STATEMENT OF OVERRIDING CONSIDERATIONS**

I. GENERAL INFORMATION AND DESCRIPTION OF THE PROJECT

The Del Paso Heights Redevelopment Plan Environmental Impact Report was certified by the Redevelopment Agency ("Agency") of the City of Sacramento on June 17, 2003. The project proposed by the City Council of the City of Sacramento ("Council") and discussed in the Final Environmental Impact Report (FEIR) certified by the Agency consists of the implementation of the 6th Amendment to the Redevelopment Plan for the Del Paso Heights Project Area ("6th Amendment"), in accordance with the California Community Redevelopment Law.

The proposed project would amend the Redevelopment Plan for the Del Paso Heights Redevelopment Area, ("Redevelopment Plan" or "Project Area") pursuant to Health and Safety Code Section 33333.10. This deadline amendment will extend the effectiveness of the Redevelopment Plan from 2010 to 2020, and the deadline for receiving tax increment, repaying debt and completing very low-, low- and moderate-income housing projects from 2020 to 2030. The 6th Amendment will also amend the plan to require inclusionary housing pursuant to Section 33413, and increase the minimum low- and moderate-income housing deposit to 30%.

As part of the amendment process, the Agency will adopt a revised and updated Implementation Plan (2003-2008) that adds projects and programs which have been developed out of the original goals and objectives of the Redevelopment Plan and the changing needs of the community. Redevelopment actions outlined in the Redevelopment Plan and the proposed 2003-2008 Implementation Plan Update include property acquisition; land assemblage; demolition or rehabilitation of structures; installation of streets, utilities and other public facilities and infrastructure; funding, construction, rehabilitation and/or development assistance for community centers, recreation centers, schools, child-care centers, parks, urban design plans, master plans, streetscapes and facility improvements; construction of small public or private facilities; and very low-, low- and moderate-income and market-rate housing construction.

The Del Paso Heights Redevelopment Project Area ("Project Area") is in the Del Paso Heights community of the City of Sacramento, north of downtown Sacramento. The Project Area is roughly bound by I-80 to the north, Marysville Boulevard to the east, Arcade Creek to the south and Norwood Avenue to the west. The Project Area encompasses approximately 1,038 acres.

All projects and programs previously adopted by the City and Agency in conjunction with the Redevelopment Plan and subsequent plan amendments and implementation plans will continue to be implemented to address the blight on the properties identified.

Extending the time limits as described above will cause secondary changes in the manner the Redevelopment Plan is implemented, as follows:

- The Agency will increase its contributions to the low- and moderate-income housing fund from 20% to 30% of gross tax increment revenues, pursuant to the California Community Redevelopment Law. These payments would commence in the fiscal year following adoption.
- The Agency will begin to make mandatory payments to various affected taxing agencies, amongst which are the County of Sacramento, the City of Sacramento's general fund, the school district, and other entities. These payments commenced in 2001/02 as a result of a 1998 amendment to extend the time limit for incurring debt.
- From the first fiscal year following adoption of the Amendment until 2020, no more than 15% of Low- and Moderate-Income Housing Fund deposits (calculated over a five year period) may be spent for persons and families of moderate income, and these funds may only be spent on projects in which 49% or more of the units are for low- or very-low families or persons; except that up to another 5% of housing fund deposits can be spent on persons and families of moderate income if it is matched by expenditures on persons and families of extremely-low income.
- Beginning in 2020, and except for low- and moderate-income housing funds, the Agency will be prohibited from spending tax increment funds in areas that are identified by the proposed amendment as no longer blighted.
- Beginning in 2020, the Agency may only spend its low- and moderate-income housing funds on housing for low or very-low income households, except that no more than 15% of the money deposited in the low- and moderate-income housing fund may be used for moderate-income housing. Moderate income housing expenditures must be matched by expenditures on housing for extremely low-income persons or families.

This proposed Amendment does not change any of the Redevelopment Plan's original objectives or goals. However, additional projects and programs that were not previously stated in the 2000-2004 Implementation Plan have been added to the updated Implementation Plan. These new projects and programs have been created based on the both the Redevelopment Plan for Del Paso Heights which aims to further eliminate blight in the area as well as the changing needs of the community.

Certain goals and objectives, as defined in the Amended and Restated Redevelopment Plan and the existing five-year implementation plan have been identified in connection with the Project. The accomplishment of these goals and objectives will achieve the purposes of the California Community Redevelopment Law. In general, the goals and objectives of redevelopment in the Project Area are as follows:

1. **Housing Goals:** To provide standard housing for all families presently residing in Del Paso Heights and, at the same time to increase the housing supply. Rehabilitation will be fostered and encouraged where feasible and compatible with Plan objectives. Should clearance of existing structures be necessary, it will be coordinated with the availability of relocation housing. To provide for new housing construction.

2. **Social Goals:** To develop a superior level of community facilities providing for the cultural, health and social needs of the residents. Also, to develop a program maximizing citizen participation in the redevelopment process.
3. **Environmental Goals:** To improve the neighborhood environment and image. To eliminate blighted and blighting conditions. To provide all appropriate amenities to support the basic residential character of the area.
4. **Economic Goals:** To increase and develop economic activity in the area by attracting new business, assisting existing business and enhancing property values. To provide for new housing within the means of the majority of area residents. To enforce a strong affirmative action program with all contractors working in the area. To effect a workable residential rehabilitation program maximizing the improvement of economically feasible properties.

The EIR describes the facts forming the basis for these objectives (DEIR, pp. 3-1 to 3-5).

II. BACKGROUND

The City of Sacramento ("City") has 13 redevelopment plans under the jurisdiction of the Agency. The Del Paso Heights Project, Neighborhood Development Program ("Del Paso Heights Project" or "Project Area") was originally adopted in 1970 and subsequently amended five times. As of January 2000, over \$46 million has been invested into the Project Area due to redevelopment. Even though improvements have been made in the Project Area over the past 30 years, the City is concerned that conditions of blight still remain and that certain time limits are about to be met.

To address this problem, the City and the Agency are amending the Redevelopment Plan to extend the time limit of the effectiveness and the time limit on the receipt of tax increment in the Redevelopment Plan for the Del Paso Heights Project (the "Redevelopment Plan"). Extending these limits will allow the Agency to remain active in the Project Area and collect tax increment to pay for additional improvements. As part of the amendment process, the Agency will adopt a revised and updated Implementation Plan (2003-2008) that adds projects and programs which have been developed out of the original goals and objectives of the Redevelopment Plan and the changing needs of the community. This amendment will establish the beginning of a new five year period for the Implementation Plan. There are no other changes related to this amendment and the boundaries for the Project Area will remain the same.

According to California Community Redevelopment Law (Health and Safety Code Section 33000 et seq.; the "CRL"), a redevelopment plan may be amended to extend the life of the plan as well as the time to pay indebtedness and receive tax increment if both of the following conditions exist:

- Significant blight remains within the Project Area.
- This blight cannot be eliminated without extending the effectiveness of the Plan and the receipt of property taxes.

On December 20, 2002, the Agency distributed a Notice of Availability of the Draft EIR for the Del Paso Heights Redevelopment Plan 6th Amendment to an extensive mailing list of public agencies, taxing entities, interested persons and organizations. The Notice of Availability was also published

in a newspaper of general circulation, and the Notice of Availability and copies of the Draft EIR were distributed to the Governor's Office of Planning and Research State Clearinghouse.

In accordance with the California Environmental Quality Act (CEQA) Guidelines, a 45-day public review period was provided for the Draft EIR, ending February 3, 2003. During the review period, three letters were received from local agencies. An extended review period was provided on the Final EIR, exceeding the minimum 10 days required by CEQA Statute, Public Resources Code, Division 13, Section 21092.5(a), to allow a review of responses made to public agencies that commented during the 45-day public review period of the Draft EIR.

The Final EIR response to comments document, together with the Draft EIR for the Del Paso Heights Redevelopment Plan 6th Amendment, constitutes the Final EIR for the proposed project. This document incorporates comments received on the Draft EIR, as well as appropriate responses by the Agency, as lead agency, to these comments. The Final EIR is an informational document that was considered by both the Agency, as lead agency, and the City, as responsible agency, prior to approving the project.

III. THE RECORD OF PROCEEDINGS

For the purposes of CEQA and the Findings identified in Section IV, the record of proceedings for the Council's decision on the environmental analysis of this Project consists of the following documents:

1. *Del Paso Heights Redevelopment Plan 5th Amendment Initial Study/Negative Declaration*, Sacramento Housing and Redevelopment Agency, City of Sacramento, October 1998.
2. *Del Paso Heights Redevelopment Plan Amendment Draft Environmental Impact Report*, Sacramento Housing and Redevelopment Agency, City of Sacramento, January 1985.
3. *City of Sacramento General Plan*, City of Sacramento, January 19, 1988.
4. *City of Sacramento Zoning Code*, City of Sacramento
5. *Del Paso Nuevo Project, Environmental Assessment / Initial Study*, City of Sacramento and Sacramento Housing and Redevelopment Agency, February 3, 1998.
6. *Draft and Final Environmental Impact Report, City of Sacramento General Plan Update*, City of Sacramento, Draft EIR is dated March 2, 1987 and Final EIR is dated September 30, 1987.
7. *Air Quality Thresholds of Significance*, Sacramento Metropolitan Air Quality Management District, 1994, First Edition.
8. *2010 Sacramento City/County Bikeway Master Plan*, Environmental Impact Report, County of Sacramento, September 1992.
9. *McClellan AFB/Watt Avenue Redevelopment Plan Final Environmental Impact Report*, Redevelopment Agency of the County of Sacramento, certified December 4, 2001;
10. All reports, memoranda, maps, letters, minutes of meetings and other planning documents prepared by the planning consultants, the environmental consultants, Agency staff, City staff,

or responsible agencies with respect to the Agency's and City's compliance with the substantive and procedural requirements of CEQA and with respect to the Agency's and City's action on the Project;

11. All staff reports and related documents prepared by the Agency or City and written testimony or documents submitted by any person relevant to these or any other findings or statement of overriding considerations adopted by the Agency and City pursuant to CEQA;
12. All documents submitted by members of the public and public agencies in connection with the FEIR, including but not limited to comments on the NOP issued for the Project;
13. All notices issued by the Agency and City to comply with CEQA or with any other law governing the processing and approval of the Project;
14. Minutes and verbatim transcripts of all workshops, public meetings and public hearings, or video tapes where transcripts are not available or adequate, held by the Agency or City, by either the Agency or Council or by an advisory body, at which the Agency or Council heard testimony on, or considered any environmental document on the Project;
15. All findings or resolutions adopted by the Agency and City in connection with the Project, and all documents cited or referred to therein;
16. Any documentary or other evidence submitted at workshops, public meetings and public hearings on the Project;
17. All written evidence or correspondence submitted to, or transferred from, the Agency and City with respect to compliance with CEQA or with respect to the Project;
18. Any proposed decisions or finding submitted to the Agency or City by its staff, consultants agency, or other persons;
19. Any other written materials relevant to the Agency's or City's compliance with CEQA or to its decision on the merits of the Project, including the initial study, any drafts of any environmental document, or portions thereof, which have been released for public review, and copies of studies or other documents relied upon in any environmental document prepared for the project and either made available to the public during the public review period or included in the Agency's or City's files on the project, and all internal Agency or City communications, including staff notes and memoranda related to the project or to the Agency's or City's compliance with CEQA; and
20. Matters of common knowledge to the Agency and Council which it considers, including, but not limited to, relevant portions of the following:
21. Sacramento City General Plan and FEIR including the Land Use Maps and elements thereof;
22. Sacramento City Code;
23. Other formally adopted policies and ordinances.

The custodian of the documents comprising the record of proceedings for the Council's decision is the Legal Department of the Sacramento Housing and Redevelopment Agency. The location of the administrative record is SHRA, 630 I Street, Sacramento, California, 95814.

IV. FINDINGS AND STATEMENTS OF FACTS SUPPORTING THE FINDINGS

A. SIGNIFICANT IMPACTS WHICH CAN BE AVOIDED OR MITIGATED

Finding. As authorized by Public Resources Code Section 21081 and Title 14, California Administrative Code Sections 15091, 15092, and 15093, the Council finds that changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant environmental impacts listed below, as identified in the EIR.

These findings are supported by substantial evidence in the record of proceedings before the Council as stated below:

1. Noise Impact 4.4-4: Expose Existing or Planned Land Uses to Noise That Would Conflict With Local Planning Guidelines or Noise Ordinance Criteria

a. Significant Impact

Traffic noise levels adjacent to the major road segments within the Project Area currently exceed normally acceptable levels for sensitive receptors. The SGPU Noise Element policies call for the analysis of specific projects to determine whether outdoor and indoor levels would comply with the Noise Element standards. However, this requirement is triggered only on discretionary projects, and most single family infill projects would be exempt from City entitlement review. Therefore, actions to encourage residential development in areas with existing and projected ambient noise levels above 60 dB are considered *potentially significant*.

b. Facts in Support of Finding (DEIR pp. 4.1-11)

The significant effect listed above will be reduced to a less-than-significant level with the implementation of noise mitigation measure 4.4-4:

For all redevelopment funded projects within 500 feet of Interstate 80 and within 150 feet of Norwood Avenue, Rio Linda Boulevard and Marysville Boulevard, the Agency shall provide adequate and appropriate sound barriers or conduct an acoustical analysis to ensure existing construction methods are adequate to insure interior noise levels of 45 dBA or less are maintained for future ambient noise levels. If necessary, appropriate noise insulation measures shall be identified and included in the construction documents to the satisfaction of the City Building Division.

2. Hazards and Hazardous Materials Impact 4.6-2, Potential Redevelopment of Previously Identified or Unidentified Contaminated Sites

a. Significant Impact

Redevelopment activities often involve the rehabilitation or reuse of older properties that may result in the discovery of previously unidentified contaminated properties, or provide for reuse of identified, but not yet remediated sites. Historical uses which have created releases of hazardous substances or petroleum products may be masked by the present or recent uses

of the property. Excavation could damage unidentified underground storage tanks with some remaining petroleum products that could result in the exposure of construction workers and result in associated significant adverse health effects. In addition, construction activity could uncover unknown sites of soil contamination that could result in the exposure of construction workers and result in associated significant adverse health effects. This would be a *significant impact*.

b. Facts in Support of Finding (DEIR pp. 4.6-1 - 4.6-10)

The significant effect listed above will be reduced to a less-than-significant level with the implementation of mitigation measure 4.6.2:

A thorough examination of past property uses shall be required for redevelopment projects prior to demolition or construction. This examination shall conform to the Phase I Environmental Site Assessment process established by ASTM (E1527-00), and shall include a site reconnaissance, a review of regulatory databases, interviews with persons knowledgeable of the property, and a review of past property uses using appropriate historical sources.

3. Biological Resources Impact 4.5-1, Potential Loss of Heritage Trees

a. Significant Impact

The Project Area contains trees that would be regulated under the City of Sacramento Heritage Tree Ordinance. The loss of heritage trees would be a *significant impact*.

b. Facts in Support of Finding (DEIR pp. 4.5-1 - 4.5-6)

Infrastructure improvements and development that occurs in furtherance of the amended Redevelopment Plan would be required to assess any potential project specific construction impacts to trees, in coordination with the City Arborist. Heritage trees in the Project Area would be protected by the Heritage Tree Ordinance. Heritage trees are defined by the Ordinance as trees of any species having a trunk circumference of 100 inches or more measured 4.5 feet above ground level, which are of good quality in terms of health, vigor of growth, and conformity to generally accepted horticultural standards of shape for its species.

The significant effect listed above will be reduced to a less-than-significant level with the implementation of mitigation measure 4.5-1a and 4.5-1b to reduce potential impacts on "heritage" trees:

4.5-1a To the extent feasible, existing heritage trees shall be retained and incorporated into proposed development and/or landscaping plans; or,

4.5-1b If heritage trees cannot be avoided and will likely be removed, a certified arborist shall conduct a tree survey to identify the diameter at breast height (DBH), height, location, and health of the trees to be removed. This information is required for a

permit to remove the trees. Recommendations for tree planting/replacement ratios and appropriate planting sites would also be included in this report.

4. Cultural Resources Impact 4.7-1, Loss or Degradation of Undiscovered Prehistoric and Historic Resources

a. Significant Impact

Implementation of the 6th Amendment would include ground disturbing activities such as infrastructure improvements, grading and trenching for development. Although the likelihood of encountering cultural remains during construction is low, such disruption would likely result in the permanent loss of potentially important cultural resource data. Therefore, this is considered a *potentially significant impact*.

b. Facts in Support of Finding (DEIR pp. 4.7-1 - 4.7-13)

Prehistoric cultural resource issues in the City of Sacramento area are addressed through the City's environmental review and permit processing procedures. The City Planning Division maintains a map of known prehistoric archaeological resources and archaeologically sensitive areas. When development is proposed in one of these areas, an archaeological report may be required to be appended to any entitlement application and the City's standard archaeological resource mitigation measures may be required as a condition of approval.

The significant effect listed above will be reduced to a less-than-significant level with the implementation of mitigation measure 4.7.1:

Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, human remains, or architectural remains be encountered during any development activities, work shall be suspended and a qualified archaeologist shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less than significant level before construction continues. Such measures could include (but would not be limited to) researching and identifying the history of the resource(s), mapping the locations, and photographing the resource. In addition, pursuant to Section 5097.98 of the State Public Resources Code, and Section 7050.5 of the State Health and Safety Code, in the event of the discovery of any human remains, all work is to stop and the County Coroner shall be immediately notified. If the remains are determined to be Native American, guidelines of the Native American Heritage Commission shall be adhered to in the treatment and disposition of the remains.

B. SIGNIFICANT IMPACTS WHICH CANNOT BE AVOIDED

Finding: The Council finds that, where feasible, the changes or alterations have been required in, or incorporated into the Project that reduce the significant environmental impacts listed below as identified in the EIR. However, specific economic, social, or other considerations make infeasible

mitigation measures or project alternatives to reduce the following impacts to a less-than-significant level. This finding is supported by evidence in the record of the proceeding before the Council including the Draft and Final EIR prepared for this project and the General Plan for the City of Sacramento and the associated EIR. All available, reasonably feasible mitigation measures identified in the EIR are employed to reduce the magnitude of the impacts, even if the reduction is not to a less-than-significant level. Also incorporated into this section are the findings and facts stated in Section V that reject the No Project Alternative for failure or infeasibility to mitigate the potential effect and achieve the basic objectives of the project.

1. Noise Impact 4.4-1, Construction Noise at Sensitive Receptors

a. Significant Impact

Construction activities related to public and private projects undertaken as a result of the Redevelopment Plan could result in an increase in ambient noise levels during construction. This would be a short-term significant impact.

b. Facts in Support of Finding (DEIR pp. 4.4-8)

The City noise ordinance requires that all internal combustion engines used in construction must be equipped with suitable exhaust and intake silencers which are in good working order. However, exceedances of noise standards can still occur as discussed above, resulting in temporary adverse impacts on sensitive receptors during construction. No additional mitigation is available, and the impact remains temporary and significant for the duration of the construction activity.

2. Transportation/Traffic Impact 4.10-1, Cumulative Roadway Impacts

a. Significant Impact

The SGPU EIR determined that buildout of the designated land uses would result in significant and unavoidable cumulative impacts on the roadway system in the Project Area.

The proposed 6th Amendment would remove barriers to growth and encourage General Plan buildout in the Project Area, and be an indirect contributor to these identified impacts. There are 134 acres of developable infill parcels in the Project Area, which if developed to allowable densities could result in an increase in vehicle trips of up to 28 percent over current impacts. Cumulative traffic impacts on Marysville Boulevard cannot be mitigated without displacing existing uses and cumulative additions to congestion on I-80 are *significant*.

b. Facts in Support of Finding (DEIR pp. 4.2-1 - 4.2-6)

The proposed 6th Amendment falls within the scope of the SGPU Program EIR and the findings adopted for the City's General Plan Update, and will not result in any significant impacts over and above those previously analyzed in the SGPU EIR. The City monitors roadway conditions and determines when improvements are warranted per City standards and criteria, and includes such improvements in their Capital Improvements Program as appropriate. As site specific development proposals are identified and submitted to the City

for permits, the City has procedures and requirements in place to analyze operational impacts and imposed mitigation measures as required. No other mitigation measures are available at the programmatic level.

V. REJECTION OF ALTERNATIVES (DEIR pp 5.1 to 5.6)

NO PROJECT ALTERNATIVE

Under the No-Project Alternative, the Del Paso Heights Redevelopment Plan would not be amended to extend the effectiveness of the Redevelopment Plan from 2010 to 2020, or extend the deadline for receiving tax increment, repaying debt and completing low-moderate housing projects from 2020 to 2030. The proposed public improvements that would be assisted with the Plan and other Redevelopment Plan programs (such as commercial/industrial rehabilitation and low- and moderate-income housing assistance) would not be implemented with redevelopment funding after 2010. The Del Paso Nuevo project would not be completed. The existing ongoing Implementation Programs and Projects that have been funded with current tax increment flows would continue under the Redevelopment Plan for until 2010 and then be discontinued. Significant blight remains in the Project Area that would not be eliminated in this time period.

The No-Project Alternative assumes additional development beyond existing uses would not occur. Although required by CEQA, such an alternative is not particularly relevant to redevelopment plan implementation, which only has an effect on continuing activities and General Plan growth in the Project Area, and has no control over land use decisions. The No-Project scenario would be similar to any aged and blighted urban area, where the Project Area would stay a marginal area with inadequate infrastructure, low lease rates and a deteriorating housing stock. Quality of development would be poor, blight would persist, and the housing stock would continue to deteriorate. Economic activity along the Marysville Boulevard corridor would remain depressed, with increased building vacancies.

Finding

Specific economic, social, or other considerations make infeasible the No Project Alternative identified in the EIR and described above in that:

- a) The No Project Alternative would fail to resolve conditions of blight in the Project Area.
- b) The No Project Alternative would not promote the City's General Plan policies related to promoting the rehabilitation and revitalization of existing commercial centers, and the preservation of existing housing stock.
- c) The No Project Alternative would not achieve the basic goals and objectives of the Project, including housing, social, environmental and economic goals for the Project Area.
- e) Significant effects of the Project are acceptable when balanced against this Alternative and the facts set forth in the Statement of Overriding Considerations.

NO REDEVELOPMENT PLAN - ALTERNATIVE MEANS OF REVITALIZATION WITH PUBLIC FUNDS

This alternative considers utilization of public revenue sources other than tax increment financing to fund public improvements and other actions in the Project Area after 2010. Federal, State, County, and City programs exist that may initiate similar development without the need for redevelopment tax increment financing. These sources of alternative funding typically include mortgage revenue bonds, Community Development Block Grant funds (CDBG), Economic Development Administration funds, State and Federal Transportation Grants, Urban Development Action funds, and revenue bonds. Such funding sources may avoid the potential reduction of service levels for agencies that receive less revenue if full tax increment financing is used. However, some of the potential funding sources are capped each year for the City, such as CDBG funds. Any such funds used in the Del Paso Heights Project Area are funds unavailable to alleviate blight in other parts of the City. In addition, many of these funds require application and competition, and cannot be relied upon to be available consistently over the next 30 years. Under this alternative, the \$13.2 million increase in funds available for low- and moderate-income housing programs and the \$40 million increase in funds for non-housing projects under the amended Plan would not be available.

Finding

Specific economic, social, or other considerations make infeasible the No Project Alternative identified in the EIR and described above in that:

- a) The No Redevelopment Plan - Alternative Means of Revitalization with Public Funds Alternative would be less effective than the Project in resolving conditions of blight in the Project Area.
- b) The No Redevelopment Plan - Alternative Means of Revitalization with Public Funds Alternative would be less effective than the Project in promoting the City's General Plan policies related to promoting the rehabilitation and revitalization of existing commercial centers, and the preservation of existing housing stock.
- c) The No Redevelopment Plan - Alternative Means of Revitalization with Public Funds would be less effective than the Project in achieving the basic goals and objectives of the Project, including housing, social, environmental and economic goals for the Project Area.
- e) Significant effects of the Project are acceptable when balanced against this Alternative and the facts set forth in the Statement of Overriding Considerations.

ENVIRONMENTALLY SUPERIOR ALTERNATIVE

In most cases, the implementation activities identified with the amended Redevelopment Plan are intended to mitigate existing problems and barriers to planned growth within the Project Area. By providing an additional 10 years of mitigation for existing infrastructure and blight problems caused by the Project Area's declining commercial/industrial corridors and housing stock, the proposed project, amendment of the Redevelopment Plan, is the environmentally superior alternative. Under the amended Redevelopment Plan, inadequate water, sewer and drainage infrastructure will be

upgraded, circulation and pedestrian safety will be improved, hazardous materials will be remediated, and dangerous/vacant buildings removed or rehabilitated and reused. Because of the unique nature of the Redevelopment Plan, implementation of the Redevelopment Plan will have an overall beneficial impact on the Project Area. Project specific impacts for construction activities funded by redevelopment will be primarily short-term in nature (i.e., construction noise).

VI. STATEMENT OF OVERRIDING CONSIDERATIONS

Notwithstanding disclosure of the significant impacts and the accompanying mitigation, the Council has determined pursuant to Section 15093 of the CEQA Guidelines that the benefits of the project as revised outweigh the adverse impacts, and the Project should be approved.

With reference to the above findings and in recognition of those facts which are included in the record, the Council has determined that the Project would contribute to environmental impacts which are considered significant and adverse, as disclosed in the EIR prepared for the Project. Mitigation measures have been adopted to mitigate: 1) the potential exposure of existing or planned land uses to noise that would conflict with local planning guidelines or noise ordinance criteria, 2) a potential to uncover unknown sites of soil contamination that could result in the exposure of construction workers and result in associated significant adverse health effects; 3) the potential loss of heritage trees; and 4) the potential endangerment of existing underground storage tanks and associated piping system integrity from redevelopment activities.

The Council specifically finds that as a part of the process of obtaining project approval all significant effects on the environment with implementation of the Project have been eliminated or substantially lessened where feasible. Furthermore, the Council specifically finds and makes this statement of overriding considerations that there are specific social, economic, and other reasons for approving this project, notwithstanding the disclosure of significant adverse impacts disclosed in the Del Paso Heights Redevelopment Plan 6th Amendment EIR prepared for this project – 1) construction noise at sensitive receptors related to public and private projects undertaken as a result of the Redevelopment Plan, and 2) significant and unavoidable cumulative impacts on the roadway system in the Project Area – and these are acceptable due to the overriding considerations described below. The reasons are that the Project will:

- (a) eliminate blighting influences and correct environmental deficiencies in the Del Paso Heights Redevelopment Project Area (Project Area), including among others: unsafe or unhealthy buildings; factors that prevent or substantially hinder economically viable use or capacity of buildings or lots; incompatible land uses; subdivided lots of irregular shape and inadequate size for property usefulness; depreciated or stagnant property values or impaired investments; presence of hazardous wastes; abnormally high business vacancies, vacant lots, or abandoned buildings; lack of necessary neighborhood-serving commercial facilities; residential overcrowding; and excess of bars, liquor stores or adult-oriented uses; and, a high crime rate that threatens the public health, safety and welfare;
- (b) provide increased sales, business license and other fees, taxes, and revenues to the City of Sacramento;
- (c) expand the community's supply of low- and moderate-income housing (inside or

outside of the Project Area);

- (d) strengthen the economic base of the Project Area and the community by installing needed site improvements which will stimulate new industrial and commercial expansion, new employment and economic growth;
- (e) assemble land into parcels suitable for modern, integrated development with improved pedestrian and vehicular circulation in the Project Area;
- (f) increase retail, industrial and commercial use in the Project Area;
- (g) implement performance criteria which assure high site-design standards which provide unity and integrity to the entire Project Area; and
- (h) reduce the City's annual cost of providing local services to and within the Project Area.

MITIGATION MONITORING PLAN

FOR THE

DEL PASO HEIGHTS REDEVELOPMENT PLAN 6TH AMENDMENT

SACRAMENTO, CALIFORNIA

State Clearinghouse Number: 2002092092

**Redevelopment Agency of the
City of Sacramento**

Prepared by
Gail Ervin Consulting
8561 Almond Bluff Court
Orangevale, CA 95662-4419

May 3, 2003

MITIGATION MONITORING PLAN
DEL PASO HEIGHTS REDEVELOPMENT PLAN 6TH
AMENDMENT
REDEVELOPMENT AGENCY OF THE CITY OF SACRAMENTO

The California Environment Quality Act (CEQA) as amended by Chapter 1232 (California 1988: implementing AB 3180, 1988) provides that a decision making body “shall adopt a reporting or monitoring program for the changes to the project which it has adopted or made a condition of approval in order to mitigate or avoid significant effects on the environment.”

The purpose of this mitigation monitoring and reporting plan (MMP) is to ensure compliance with and effectiveness of the mitigation measures set forth in the certified Final Environmental Impact Report (FEIR) for the Del Paso Heights Redevelopment Plan 6th Amendment. This MMP identifies the impact as it relates back to the environmental impact report, what the mitigation is, the monitoring or reporting action for the mitigation measure, the responsible party for the action, the timing of the monitoring or reporting action, and how the action will be verified.

In the case of the mitigation measures for the Redevelopment Plan, all measures apply to future projects that have not yet been identified or defined. The Redevelopment Agency will be responsible for applying these measures to all future projects, and for maintaining records of compliance with this program for the Redevelopment Agency. All records shall be maintained in the Del Paso Heights Redevelopment Plan Mitigation Monitoring Plan file at the Sacramento Housing and Redevelopment Agency, 600 I Street, Suite 250, Sacramento, California 95814.

NOISE/VIBRATION

Impact 4.4-4: Expose existing or planned land uses to noise that would conflict with local planning guidelines or noise ordinance criteria.

Mitigation Measures

- 4.4-4 For all redevelopment funded projects within 500 feet of Interstate 80 and within 150 feet of Norwood Avenue, Rio Linda Boulevard and Marysville Boulevard, the Agency shall provide adequate and appropriate sound barriers or conduct an acoustical analysis to ensure existing construction methods are adequate to insure interior noise levels of 45 dBA or less are maintained for future ambient noise levels. If necessary, appropriate noise insulation measures shall be identified and included in the construction documents to the satisfaction of the City Building Division.

MITIGATION PROCEDURE	VERIFICATION PROCEDURE
An acoustical analysis shall be provided for all redevelopment funded projects within 500 feet of Interstate 80 and within 150 feet of Norwood Avenue, Rio Linda Boulevard and Marysville Boulevard, and provided to the City during entitlement review. Recommended attenuation measures shall be incorporated into the project.	The City Planning and Building Division shall verify acoustical mitigations, prior to issuing occupancy permits.
Checked: (initials) _____ (date) _____ comments:	Checked: _____ (date) _____ (initials) _____

BIOLOGICAL RESOURCES

Impact 4.5-1: Potential Loss Of Heritage Trees.

Mitigation Measures

The following measures should be implemented to reduce potential impacts on A heritage trees:

- 4.5-1a To the extent feasible, existing heritage trees shall be retained and incorporated into proposed development and/or landscaping plans; or,
- 4.5-1b If heritage trees cannot be avoided and will likely be removed, a certified arborist shall conduct a tree survey to identify the diameter at breast height (DBH), height, location, and health of the trees to be removed. This information is required for a permit to remove the trees. Recommendations for tree planting/replacement ratios and appropriate planting sites would also be included in this report.

MITIGATION PROCEDURE	VERIFICATION PROCEDURE
All Agency new construction projects that could affect heritage trees, including capital improvement projects, shall provide landscape plans that identify the spacing and appropriate species for approval by the City Arborist prior to the issuance of construction permits.	Building Division shall verify approval by the City Arborist prior to issuing building permits.
Checked: (initials) _____ (date) _____ comments:	Checked: _____ (date) _____ (initials) _____ (date)

HAZARDS AND HAZARDOUS MATERIALS

Impact 4.6-2: Potential redevelopment of previously identified or unidentified contaminated sites.

Mitigation Measures

- 4.6.2 A thorough examination of past property uses shall be required for redevelopment projects prior to demolition or construction. This examination shall conform to the Phase I Environmental Site Assessment process established by ASTM (E1527-00), and shall include a site reconnaissance, a review of regulatory databases, interviews with persons knowledgeable of the property, and a review of past property uses using appropriate historical sources.

MITIGATION PROCEDURE	VERIFICATION PROCEDURE
The Agency shall require a Phase I Environmental Site Assessment process established by ASTM (E1527-00) be conducted for all new construction and demolition projects in the Project Area.	A Phase I ESA shall remain on file in the project file, and the report noted in the project's entitlement application.
Checked: (initials) _____ (date) _____ comments:	Checked: (initials) _____ (date) _____

CULTURAL AND HISTORIC RESOURCES

Impact 4.7-1: Loss or Degradation of Undiscovered Prehistoric and Historic Resources.

Mitigation Measure

- 4.7.1: Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, human remains, or architectural remains be encountered during any development activities, work shall be suspended and a qualified archaeologist shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less than significant level before construction continues. Such measures could include (but would not be limited to) researching and identifying the history of the resource(s), mapping the locations, and photographing the resource. In addition, pursuant to Section 5097.98 of the State Public Resources Code, and Section 7050.5 of the State Health and Safety Code, in the event of the discovery of any human remains, all work is to stop and the County Coroner shall be immediately notified. If the remains are determined to be Native American, guidelines of the Native American Heritage Commission shall be adhered to in the treatment and disposition of the remains.

MITIGATION PROCEDURE	VERIFICATION PROCEDURE
The Agency shall amend their environmental procedures to reflect this standard measure for all Agency redevelopment projects.	The City's Building Division shall verify compliance during construction of Agency engendered projects. This measure is consistent with standard City conditions of approval.
Checked: (initials) _____ (date) _____ comments:	Checked: (initials) _____ (date) _____

MITIGATION MONITORING PLAN

FOR THE

DEL PASO HEIGHTS REDEVELOPMENT PLAN 6TH AMENDMENT

SACRAMENTO, CALIFORNIA

State Clearinghouse Number: 2002092092

City of Sacramento

Prepared by
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8561 Almond Bluff Court
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May 3, 2003

MITIGATION MONITORING PLAN
DEL PASO HEIGHTS REDEVELOPMENT PLAN 6TH
AMENDMENT

CITY OF SACRAMENTO

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In the case of the mitigation measures for the Redevelopment Plan, all measures apply to future projects that have not yet been identified or defined. The City of Sacramento will be responsible for applying these measures to all future projects in conjunction with the Redevelopment Agency of the City of Sacramento (“Agency”). The Agency is responsible for maintaining records of compliance with this program, and all records shall be maintained in the Del Paso Heights Redevelopment Plan Mitigation Monitoring Plan file at the Sacramento Housing and Redevelopment Agency, 600 I Street, Suite 250, Sacramento, California 95814.

NOISE/VIBRATION

Impact 4.4-4: Expose existing or planned land uses to noise that would conflict with local planning guidelines or noise ordinance criteria.

Mitigation Measures

- 4.4-4 For all redevelopment funded projects within 500 feet of Interstate 80 and within 150 feet of Norwood Avenue, Rio Linda Boulevard and Marysville Boulevard, the Agency shall provide adequate and appropriate sound barriers or conduct an acoustical analysis to ensure existing construction methods are adequate to insure interior noise levels of 45 dBA or less are maintained for future ambient noise levels. If necessary, appropriate noise insulation measures shall be identified and included in the construction documents to the satisfaction of the City Building Division.

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MITIGATION PROCEDURE	VERIFICATION PROCEDURE
All Agency new construction projects that could affect heritage trees, including capital improvement projects, shall provide landscape plans that identify the spacing and appropriate species for approval by the City Arborist prior to the issuance of construction permits.	Building Division shall verify approval by the City Arborist prior to issuing building permits.
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HAZARDS AND HAZARDOUS MATERIALS

Impact 4.6-2: Potential redevelopment of previously identified or unidentified contaminated sites.

Mitigation Measures

4.6.2 A thorough examination of past property uses shall be required for redevelopment projects prior to demolition or construction. This examination shall conform to the Phase I Environmental Site Assessment process established by ASTM (E1527-00), and shall include a site reconnaissance, a review of regulatory databases, interviews with persons knowledgeable of the property, and a review of past property uses using appropriate historical sources.

MITIGATION PROCEDURE	VERIFICATION PROCEDURE
The Agency shall require a Phase I Environmental Site Assessment process established by ASTM (E1527-00) be conducted for all new construction and demolition projects in the Project Area.	A Phase I ESA shall remain on file in the project file, and the report noted in the project's entitlement application.
Checked: (initials) _____ (date) _____ comments:	Checked: (initials) _____ (date) _____

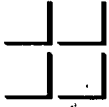
CULTURAL AND HISTORIC RESOURCES

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Mitigation Measure

- 4.7.1: Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, human remains, or architectural remains be encountered during any development activities, work shall be suspended and a qualified archaeologist shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less than significant level before construction continues. Such measures could include (but would not be limited to) researching and identifying the history of the resource(s), mapping the locations, and photographing the resource. In addition, pursuant to Section 5097.98 of the State Public Resources Code, and Section 7050.5 of the State Health and Safety Code, in the event of the discovery of any human remains, all work is to stop and the County Coroner shall be immediately notified. If the remains are determined to be Native American, guidelines of the Native American Heritage Commission shall be adhered to in the treatment and disposition of the remains.

MITIGATION PROCEDURE	VERIFICATION PROCEDURE
The Agency shall amend their environmental procedures to reflect this standard measure for all Agency redevelopment projects.	The City's Building Division shall verify compliance during construction of Agency engendered projects. This measure is consistent with standard City conditions of approval.
Checked: (initials) _____ (date) _____ comments:	Checked: (initials) _____ (date) _____



GRC
Redevelopment
Consultants, Inc.

701 S Parker St Suite 7400
Orange, CA 92868

714.234.1122

M E M O R A N D U M

DATE: March 31, 2003

TO: Distribution

FROM: Ernie Glover, President

RE: Errata package for the Report to the City Council for the Del Paso Heights Redevelopment Project Amendment

Additional information and/or clarification on certain items became available after the preparation and submission of the Report to the City Council. The following pages are provided for inclusion in the Report and the administrative record.

TABLE 17
COMPARATIVE SOCIO-ECONOMIC PROFILE-2001

Census Characteristics	Del Paso Heights Project Area	Sacramento City	Sacramento County
Income			
MedianHousehold Income (2001)	\$18,532	\$37,216	\$46,102
% Project Area's Median Household Income (2001) Less than County	59.80%	19.27%	
% Project Area's Median Household Income (2001) Less than City	50.20%		
% with Incomes Less Than County Median Income*	85.5	60.2	53.9
% with Incomes Less Than 50% of County Median Income*	65.1	32.9	25.0
Per Capita Income (2001)	\$6,827	\$19,910	\$22,302
Education			
% People Over 25 who have not Received a High School Diploma	50.9	18.0	15.4
Unemployment			
Unemployed in Civilian Labor Force	17.8%	7.8%	4.0%

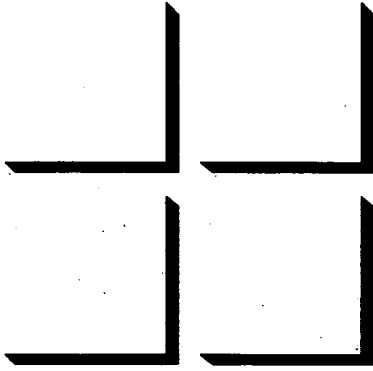
* Generally, household making between 80% and 120% of County median income are classed as moderate income, those making between 50% and 80% of County median income are classed as low income, and those making less than 50% of County median are classed as very low income households.

Source: Market Profile Report 2002, ESRI BIS and GRC Redevelopment Consultants, Inc.

2.13 SUMMARY OF REMAINING SIGNIFICANT BLIGHT

The following is a summary of the remaining conditions of significant blight described in the previous sections:

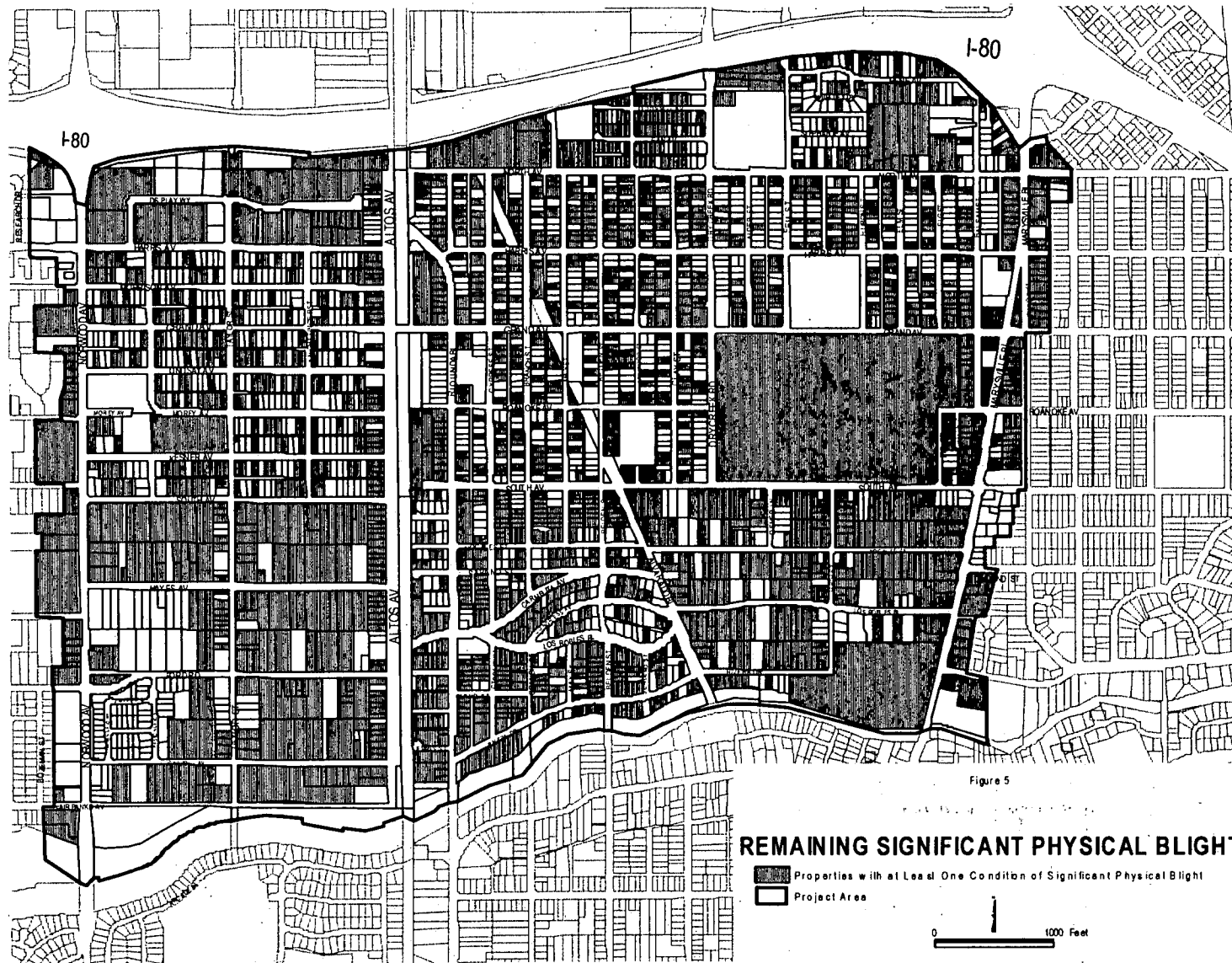
- 95 structures are deteriorated to the point where they may be considered unsafe or unhealthy.
- Properties with structures that are dilapidated are assessed 47% lower than those that are sound.
- 1,500 structures are likely candidates for exposure to asbestos or lead-based paint.
- Code violations have nearly tripled since 1997.
- 46% of all structures are in some degree of disrepair.
- Estimated cost to bring buildings that are in some degree of despair up to standard is over \$10,000,000.
- Properties with structures that are in disrepair are assessed 37% lower than those that are sound.
- Over 16% of non-vacant, non-public properties have products, equipment, or junk openly stored on them.
- Properties with products, equipment, or junk openly stored on them are assessed 22% lower than those with no open storage.
- About 66% of commercial properties exhibit signs of serious obsolescence.
- Properties with commercial obsolescence are assessed 47% lower than those that are more modern.

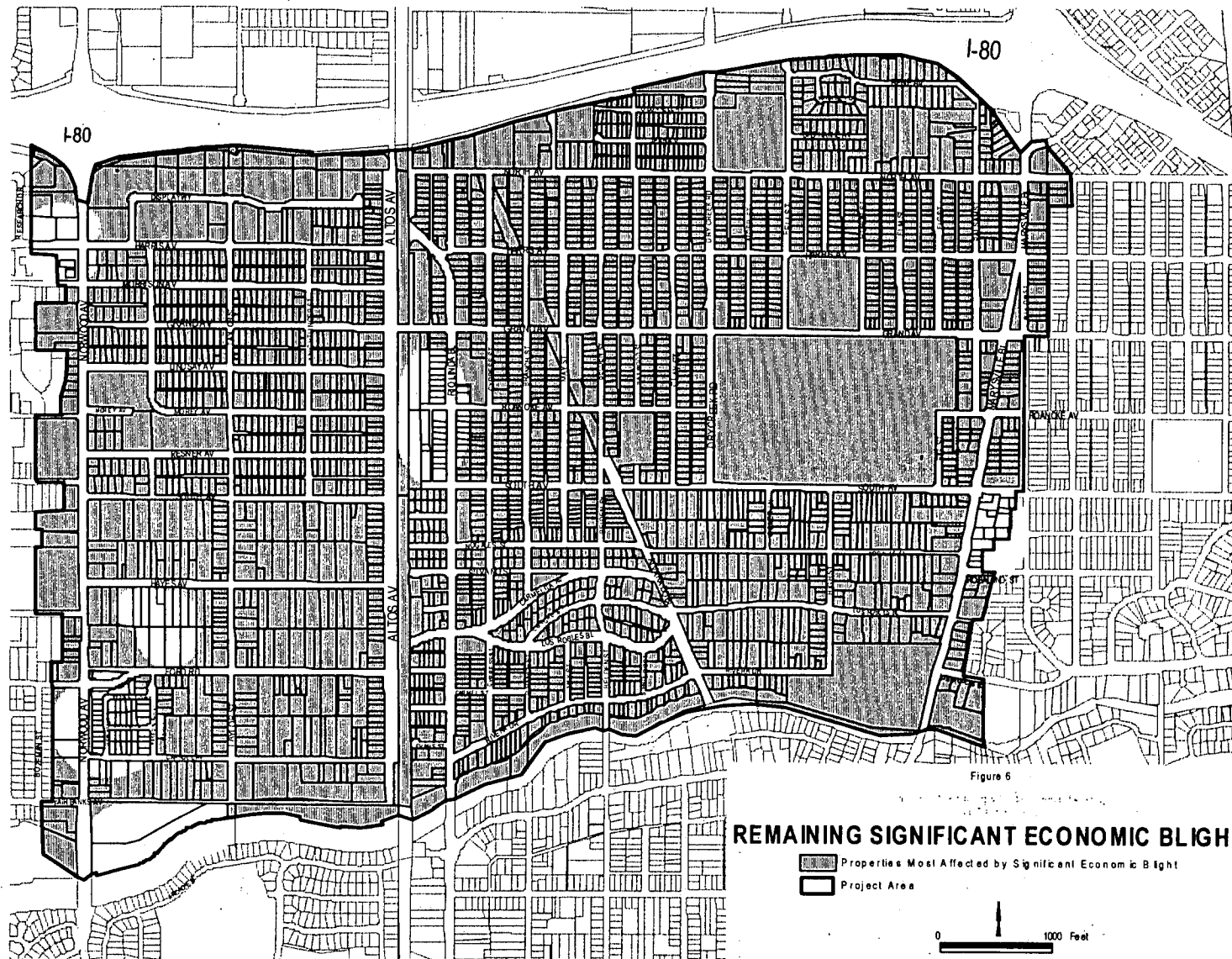


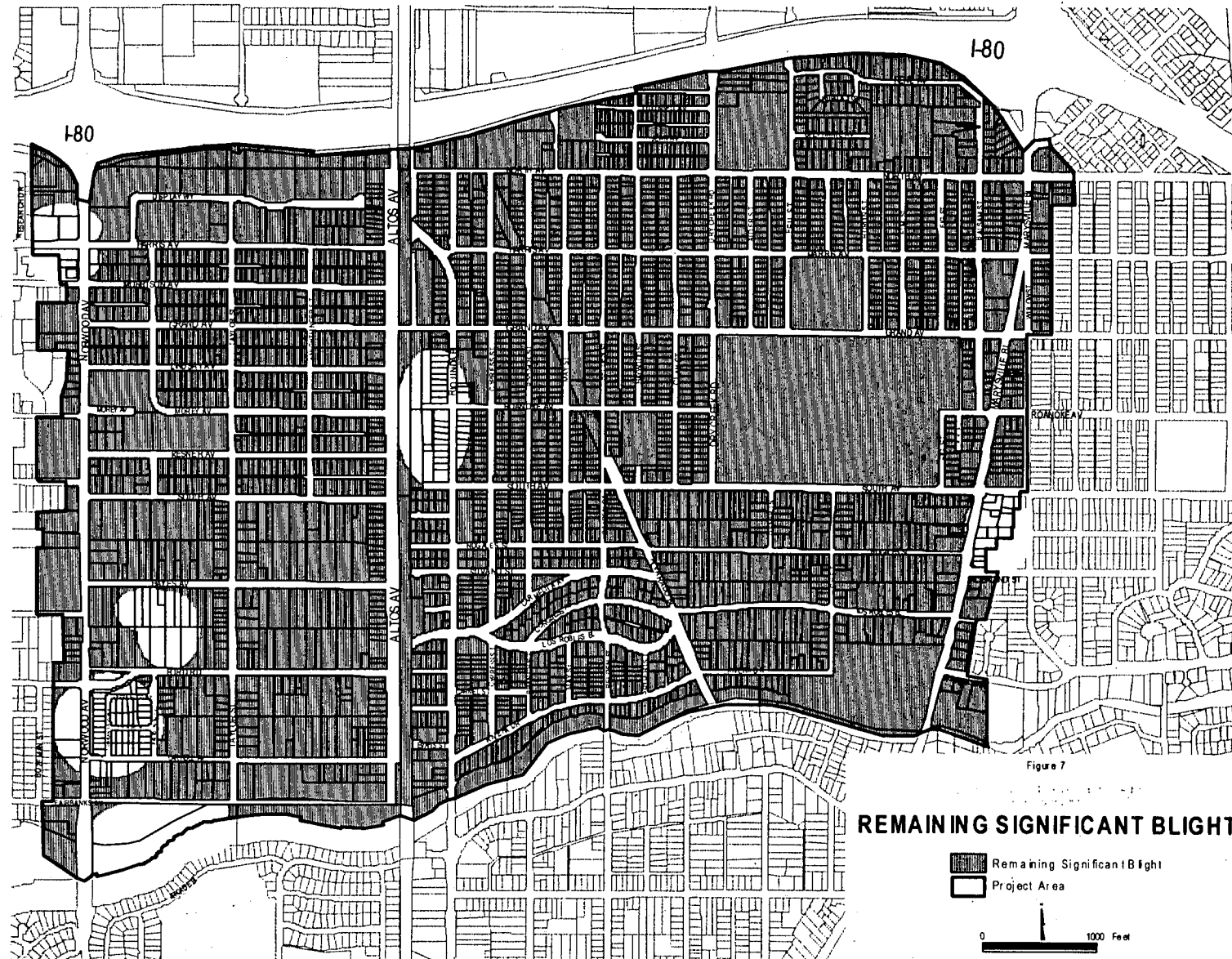
3.0 MAPS OF AREAS WITH SIGNIFICANT BLIGHT

Figure 5 shows the properties in the Project Area that exhibit at least one condition of physical blight, Figure 6 shows the areas most affected by at least one condition of economic blight, and Figure 7 combines the two and shows the properties still blighted.

Taken together, these three maps show that blight remains significant and widespread throughout the Project Area. Areas without remaining significant blight are shown on Figure 7. If the proposed amendment is adopted, then the Agency will not be active in these areas after 2020, while Agency activities in the shaded areas will continue for 10 additional years. The Agency will continue its activities in all portions of the Project Area through 2020.







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- Disposition and development agreements
- Tax increments
- Bonds
- Cooperation agreements
- Loans
- Any other legal means

7.1 DESCRIPTION AND ANALYSIS

The Agency's primary source of revenue is through the collection of the additional increment of property taxes that are generated when property values in the Project Area rise. While tax increments are an important financing source, it is important to note that the Agency does not have the power to increase taxes. Rather, tax increment financing merely redirects future new property tax revenues into the Project Area.

It also is important to understand that such revenues are limited by Proposition 13 and by a variety of other factors. For example, if the amendment is approved, the Agency must set aside 30% (up from 20%) of its tax increment funds for low- and moderate-income housing. Additionally, each year a certain amount of the tax increment generated in the Project Area is required to be shared with school districts and a variety of other taxing agencies. The Agency is expected to use much of the remaining available funds as seed money to stimulate private development activities that will, at the same time, eliminate blight in the Project Area.

Some examples of sources and amounts of moneys other than tax increment that were invested in the Project Area in 2002 include:

SOURCE	AMOUNT
Community Development Block Grant	\$600,000
Tax Exempt Bonds	\$7,223, 967
Taxable Bonds	\$860,000
Housing Trust Fund	\$10,000

The Agency expects these sources of revenue to remain available at least through the foreseeable future. Other funding sources, such as Housing Trust Fund, California Housing Finance Agency, City Transportation Funds, and Mortgage Revenue Bonds have occasionally been used in the Project Area and may also be available in the future.

1. Exclusively from the income and revenue of a specific development financed with the proceeds of the bonds or with such proceeds combined with financial assistance from the State or Federal governments; or
2. Exclusively from the income and revenue of certain designated redevelopment projects, whether or not they were financed in whole or in part with bond proceeds; or
3. In whole or in part from taxes allocated to and paid into a special fund of the agency pursuant to receipt of tax increment revenues; or
4. From agency revenues generally; or
5. From contributions or other financial assistance from the State or Federal governments; or
6. From other legally available funds; or
7. From any combination of the above.

In 1999, the Agency re-financed its existing bonded indebtedness in the Project Area (the "1999 Del Paso Heights Refunding") The total principal on 1999 Del Paso Heights Refunding is \$10,060,000, of which \$9,310,000 was outstanding as of the end of 2002. Total interest on the 1999 Del Paso Heights Refunding is \$7,007,517.50, of which \$5,470,570 was outstanding at the end of 2002. This bond will be paid in full in 2019. The chart below shows annual payments on principal and interest through 2019.

**Annual Principal and Interest Payments
on 1999 Del Paso Heights Refunding Bond**

Year	Principal	Interest	Total	Remaining Balance
1999	\$0.0	\$0.0	\$0.0	\$17,067,517.50
2000	\$250,000.00	\$523,022.50	\$773,022.50	\$16,294,495.00
2001	\$245,000.00	\$511,772.00	\$756,772.50	\$15,537,722.50
2002	\$255,000.00	\$501,972.50	\$756,972.50	\$14,780,750.00
2003	\$265,000.00	\$491,517.50	\$756,517.50	\$14,024,232.50
2004	\$275,000.00	\$480,255.00	\$755,255.00	\$13,268,977.50
2005	\$345,000.00	\$468,430.00	\$813,430.00	\$12,455,547.50
2006	\$360,000.00	\$453,250.00	\$813,250.00	\$11,642,297.50
2007	\$375,000.00	\$437,050.00	\$812,050.00	\$10,830,247.50
2008	\$395,000.00	\$419,800.00	\$814,800.00	\$10,015,447.50
2009	\$415,000.00	\$401,037.50	\$816,037.50	\$9,199,410.00
2010	\$540,000.00	\$381,117.50	\$921,117.50	\$8,278,292.50
2011	\$565,000.00	\$354,117.50	\$919,117.50	\$7,359,175.00
2012	\$595,000.00	\$325,302.50	\$920,302.50	\$6,438,872.50
2013	\$625,000.00	\$294,362.50	\$919,362.50	\$5,519,510.00
2014	\$660,000.00	\$261,550.00	\$921,550.00	\$4,597,960.00
2015	\$695,000.00	\$225,910.00	\$920,910.00	\$3,677,050.00
2016	\$735,000.00	\$185,600.00	\$920,600.00	\$2,756,450.00
2017	\$775,000.00	\$142,970.00	\$917,970.00	\$1,838,480.00
2018	\$820,000.00	\$98,020.00	\$918,020.00	\$920,460.00
2019	\$870,000.00	\$50,460.00	\$920,460.00	\$0.00

Source: Sacramento Housing and Redevelopment Agency, 2003

Also in 1999, the City, Agency and the Sacramento City Financing Authority entered into an agreement through which the Project Area, along with several other project areas, would be loaned \$2.6 million for various projects. In order to help repay this loan, the Agency is obligated to make periodic payments on the \$2.6 million debt. These payments will be made out of tax increment receipts, even though the payments by the Agency have not been pledged as security. This debt is generally known as the 1999 Del Paso Heights Master Lease.

The total principal on 1999 Del Paso Heights Master Lease is \$2,625,000, of which \$1,875,000 was outstanding as of the end of 2002. Total interest on this debt is \$4,339,622.50, of which \$2,802,855.50 was outstanding at the end of 2002. This bond will be paid in full in 2019. The chart shows annual payments on principal and interest through 2019.

**Annual Principal and Interest Payments
on 1999 Del Paso Heights Master Lease**

Year	Principal	Interest	Total	Remaining Balance
1999				\$4,339,622.50
2000	\$85,000.00	\$134,492.50	\$219,492.50	\$4,120,130.00
2001	\$85,000.00	\$130,667.50	\$215,667.50	\$3,904,462.50
2002	\$90,000.00	\$127,267.50	\$217,267.50	\$3,687,195.00
2003	\$95,000.00	\$123,577.50	\$218,577.50	\$3,468,617.50
2004	\$95,000.00	\$119,540.00	\$214,540.00	\$3,254,077.50
2005	\$100,000.00	\$115,455.00	\$215,455.00	\$3,038,622.50
2006	\$105,000.00	\$111,055.00	\$216,055.00	\$2,822,567.50
2007	\$110,000.00	\$106,330.00	\$216,330.00	\$2,606,237.50
2008	\$115,000.00	\$101,270.00	\$216,270.00	\$2,389,967.50
2009	\$120,000.00	\$95,807.50	\$215,807.50	\$2,174,160.00
2010	\$125,000.00	\$90,047.50	\$215,047.50	\$1,959,112.50
2011	\$135,000.00	\$83,797.50	\$218,797.50	\$1,740,315.00
2012	\$140,000.00	\$76,912.50	\$216,912.50	\$1,523,402.50
2013	\$145,000.00	\$69,632.50	\$214,632.50	\$1,308,770.00
2014	\$155,000.00	\$62,020.00	\$217,020.00	\$1,091,750.00
2015	\$165,000.00	\$53,650.00	\$218,650.00	\$873,100.00
2016	\$175,000.00	\$44,080.00	\$219,080.00	\$654,020.00
2017	\$185,000.00	\$33,930.00	\$218,930.00	\$435,090.00
2018	\$195,000.00	\$23,200.00	\$218,200.00	\$216,890.00
2019	\$205,000.00	\$11,890.00	\$216,890.00	\$0.00

Source: Sacramento Housing and Redevelopment Agency, 2003

The Agency has one other long-term debt issue, which is not secured by property tax increment receipts. The Del Paso Nuevo Section 108 loan is in aid of the Del Paso Nuevo housing project, and is secured by future-year Community Development Block Grant receipts.

7.1.5 COOPERATION AGREEMENTS

In cases where the Agency may undertake the construction or reconstruction of a public facility or public improvement, the Agency may enter into a cooperation agreement with the City, County, State, Federal Government or any public entity, to secure financial assistance in the form of loans, or through other mechanisms that may be utilized to fund the needed public facilities or improvements. In these situations, the Agency would be reliant upon financial assistance from the City, County, State, Federal Government, or any public entity, in order to complete the facilities or improvements.

TABLE 20
Del Paso Heights Redevelopment Plan Amendment

PRELIMINARY TAX INCREMENT PROJECTIONS
(Nominal \$)

Fiscal Year Beginning In:	Tax Increment Receipts		Payments to Other Taxing Agencies			Net Agency Receipts		Low- and Moderate-Income Housing Set-Aside		Available for Non-Housing Programs	
	Without Amendment	With Amendment	County Assessment Fee	Pass Through Payments Without Amendment	Pass Through Payments With Amendment	Without Amendment	With Amendment	Without Amendment	With Amendment	Without Amendment	With Amendment
1	2	3	4	5	6	7	8	9	10	11	12
2001	1,361,873	1,361,873	26,205	38,541	38,541	1,297,127	1,297,127	267,134	267,134	1,029,993	1,029,993
2002	1,423,778	1,423,778	28,476	50,468	50,468	1,344,834	1,344,834	279,060	279,060	1,065,774	1,065,774
2003	1,480,900	1,480,900	29,618	61,664	53,956	1,389,618	1,397,326	290,256	435,385	1,099,362	961,942
2004	1,539,979	1,539,979	30,800	73,243	64,088	1,435,936	1,445,091	301,836	452,754	1,134,100	992,337
2005	1,601,080	1,601,080	32,022	85,219	74,567	1,483,839	1,494,492	313,812	470,718	1,170,028	1,023,774
2006	1,664,275	1,664,275	33,285	97,605	85,405	1,533,384	1,545,585	326,198	489,297	1,207,186	1,056,288
2007	1,729,635	1,729,635	34,593	110,416	96,614	1,584,627	1,598,429	339,008	508,513	1,245,618	1,089,916
2008	1,797,236	1,797,236	35,945	123,666	108,207	1,637,626	1,653,084	352,258	528,387	1,285,367	1,124,696
2009	1,867,155	1,867,155	37,343	137,370	120,198	1,692,442	1,709,613	365,962	548,943	1,326,479	1,160,670
2010	1,939,471	1,939,471	38,789	151,544	132,601	1,749,138	1,768,081	380,136	570,205	1,369,002	1,197,876
2011	2,014,269	2,014,269	40,285	178,519	156,204	1,795,465	1,817,780	394,797	592,195	1,400,668	1,225,584
2012	2,091,633	2,091,633	41,833	206,420	180,617	1,843,381	1,869,184	409,960	614,940	1,433,421	1,254,243
2013	2,171,653	2,171,653	43,433	235,278	205,868	1,892,942	1,922,352	425,644	638,466	1,467,298	1,283,886
2014	2,254,421	2,254,421	45,088	265,127	231,986	1,944,205	1,977,346	441,867	662,800	1,502,339	1,314,547
2015	2,340,032	2,340,032	46,801	296,002	259,002	1,997,229	2,034,229	458,646	687,969	1,538,583	1,346,260
2016	2,428,583	2,428,583	48,572	327,937	286,945	2,052,074	2,093,066	476,002	714,003	1,576,072	1,379,063
2017	2,520,177	2,520,177	50,404	360,970	315,848	2,108,804	2,153,925	493,955	740,932	1,614,849	1,412,993
2018	2,614,920	2,614,920	52,298	395,138	345,745	2,167,484	2,216,876	512,524	768,786	1,654,960	1,448,090
2019	2,712,920	2,712,920	54,258	430,480	376,670	2,228,181	2,281,991	531,732	797,598	1,696,449	1,484,393
2020	0	2,814,290	56,286	0	408,659	0	2,349,345	0	827,401	0	1,521,944
2021	0	2,919,147	58,383	0	441,747	0	2,419,017	0	858,229	0	1,560,787
2022	0	3,027,611	60,552	0	475,974	0	2,491,085	0	890,118	0	1,600,967
2023	0	3,139,809	62,796	0	511,379	0	2,565,633	0	923,104	0	1,642,529
2024	0	3,255,868	65,117	0	548,003	0	2,642,748	0	957,225	0	1,685,523
2025	0	3,375,924	67,518	0	585,888	0	2,722,517	0	992,522	0	1,729,996
2026	0	3,500,114	70,002	0	625,077	0	2,805,034	0	1,029,033	0	1,776,001
2027	0	3,628,582	72,572	0	665,616	0	2,890,393	0	1,066,803	0	1,823,591
2028	0	3,761,476	75,230	0	707,553	0	2,978,694	0	1,105,874	0	1,872,820
2029	0	3,898,950	77,979	0	750,934	0	3,070,037	0	1,146,291	0	1,923,746
Totals	37,553,989	70,875,758	1,416,483	3,625,605	8,904,360	33,178,337	60,554,915	7,360,788	20,564,686	25,817,548	39,990,229

Notes:

Column 1 - Authority to collect tax increment expires at the end of fiscal year 2029 without amendment.

Column 2 and 3 - Tax increment receipts based on effective base tax rate of 1.00%.

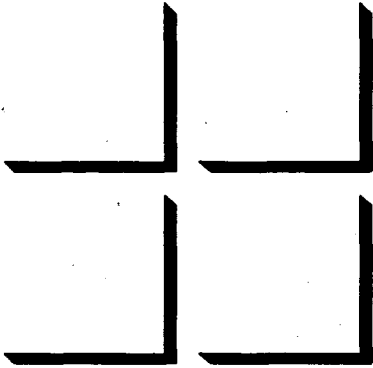
Column 4 - Fee retained by County for service tax increment payments. Estimated at 2% annual collections.

Column 5 and 6 - Mandatory pass through payments to various taxing agencies, pursuant to CRL Section 33607.7. Calculations made after deducting County Assessment Fee and Housing Fund deposits from Tax Increment Receipts. Because Housing Fund deposits in

Columns 7 and 8 - Tax increment receipts less deductions for County administration and mandatory pass through payments.

Columns 11 and 12 - Net receipts after deducting County Assessment Fee, Housing Set-Aside, and Mandatory Pass Through payments.

Source: GRC Redevelopment Consultants, 2002 based on data from SHRA and Sacramento County Assessor, 2002.



8.0 IMPLEMENTATION PLAN

Every five years, beginning in 1994, redevelopment agencies throughout the state are required to adopt an implementation plan, which contains the specific goals and objectives of the Agency for the Project Area, the specific programs, including potential projects, and estimated expenditures proposed to be made during the next five years, an explanation of how the goals and objectives, programs, and expenditures will eliminate blight within the project area, and a description of how the Agency proposes to address housing needs in the project area over the next five- and ten-year period. In order to implement this requirement, the Agency adopted an implementation plan for the Del Paso Heights Redevelopment Area as part of the Agency-wide 2000-2004 Implementation Plan (adopted by the Agency, January 2000).

This Chapter amends the existing 2000-2004 Implementation Plan for Del Paso Heights to cover the mid-2003 through mid-2008 period.

8.1 IMPLEMENTATION PLAN PROJECTS AND PROGRAMS

To assist the Agency and the Redevelopment Advisory Committee with determining where future improvements are most needed and their priorities during the implementation phase, the Project Area has been divided into eight sub-areas. These sub-areas, called "Strategy Areas" are shown in Figure 8.

The following information extends the 2000-2004 Implementation Plan to 2008. Implementation activities are divided into two major elements: projects and programs. The following table shows redevelopment-related projects that are either underway or pending. The subsequent table shows redevelopment-related programs that are either underway or pending.

PROJECT	Currently Planned/Underway or Possible Future Project	DESCRIPTION
Del Paso Nuevo	Currently Planned/Underway	300 new homes will be built over the course of a ten-year period. (Phase 1 which consists of 54 homes has been completed)
Marysville Opportunity Site (Medical Arts Building)	Currently Planned/Underway	Proposed medical center to serve the Del Paso Heights and North Sacramento communities. The medical center will include medical clinic, medical lab, and administrative offices at the corner of Marysville Blvd. and Nogales. The project is in the process of being approved by the RAC and the Agency and upon approval, the Agency owned land will be conveyed to the private developer for development.
Community Center Remodeling	Currently Planned/Underway	Potential expansion, remodeling and modernization of the Mims Hagginwood Community Center and the Robertson Community Center.
Norwood I-80 Business Park	Possible Future Project	Various improvements to the Norwood I-80 Business Park, including development assistance and land assemblage.
Department of Human Assistance	Currently Planned/Underway	Facilitate the development of a new County Department of Human Assistance facility in Del Paso Heights.
Opportunity Site: Lot on Marysville Blvd.	Possible Future Project	The Agency is considering the construction of public or private facilities to support the Marysville Corridor in general or the Greater Sacramento Urban League building.
Properties on Rio Linda	Possible Future Project	Acquiring dilapidated multifamily housing units and developing them to remove blight from the project area
Town Center Strategy	Currently Planned/Underway	The Town Center Strategy outlines plans for the development and implementation of future development on key sites in order to create a definitive "destination" site. The result of creating a Town Center Strategy would be the elimination of blight by addressing obsolete and vacant structures irregularly shaped and inadequately sized lots, and substandard uses and improvements. Furthermore, the redevelopment of this area would result in a focus site within the project area that would draw in businesses and consumers from surrounding communities.
Public Improvements	Possible Future Projects	To provide funding for the installation or rehabilitation of public amenities and infrastructure throughout the project area. Including, but not limited to curbs, gutters, sidewalks, pedestrian areas, crosswalks, fencing, signage, parking, streets, sewer, and drainage.

The programs that are either underway or pending, include:

PROGRAM	Currently Planned/Available or Possible Future Program	DESCRIPTION
Marysville Blvd. Urban Design Planning Implementation	Current (Will have future phases)	Enhance public right-of-way including landscaped medians and corner treatments, street trees and intersection improvements and pavers.

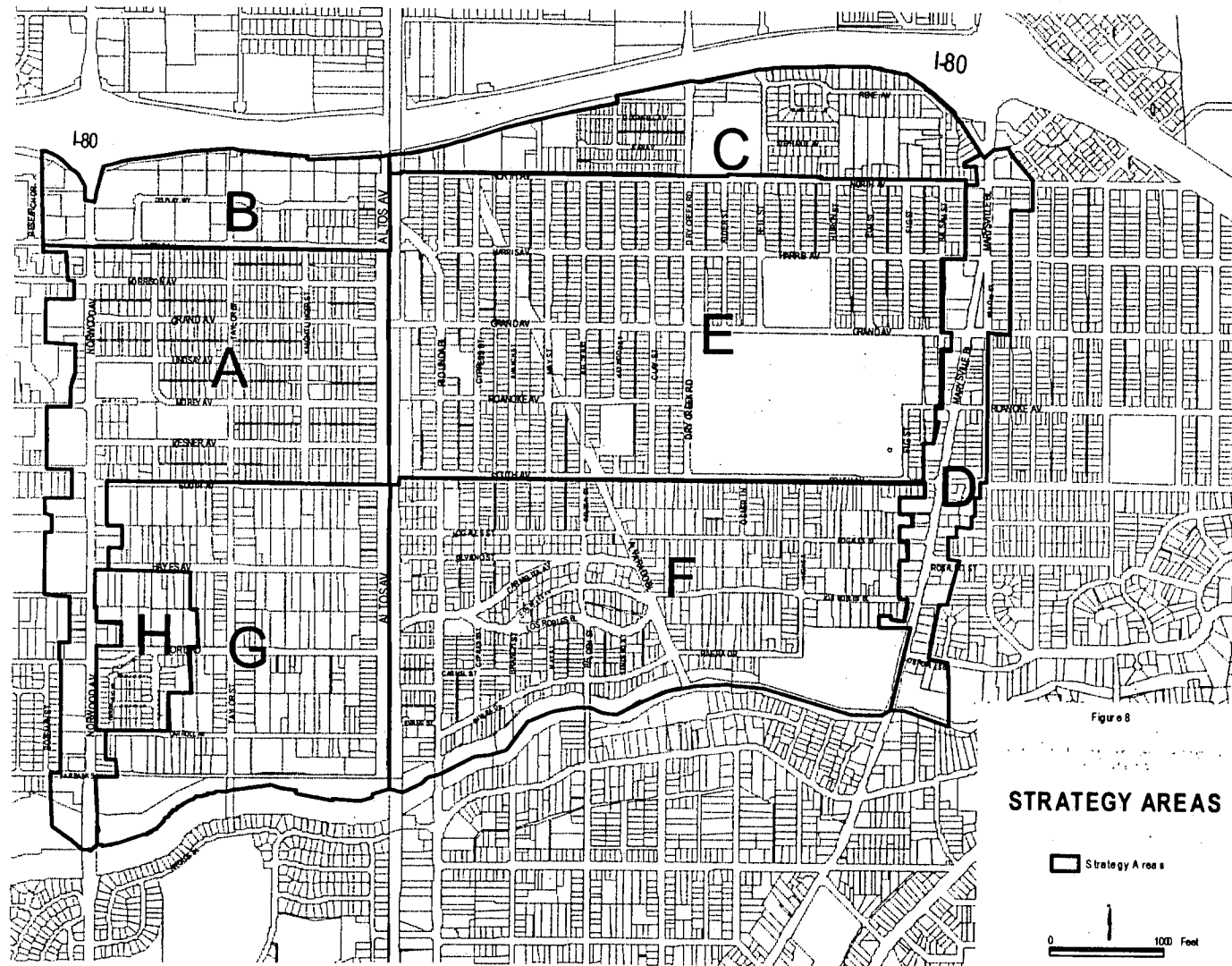
PROGRAM	Currently Planned/Available or Possible Future Program	DESCRIPTION
Neighborhood Quality Program	Possible Future Program	Provide the Project Area a means to enhance the quality of live through a comprehensive neighborhood-based approach to improving property management, upgrading property and landscape maintenance, addressing rehabilitation needs, and reducing a high incidence of crime.
Partnership Program	Possible Future Program	The Agency would partner with established property and business owners to address issues that affect Del Paso Heights. The Partnership will offer assistance to local brokers, property owners and government officials in the areas of streetscape improvements, economic development and advocacy. The Partnership would act as an informational resource and effective community advocate. The Partnership program pursues the improvement of the streetscape and encourages economic growth in the area. The Partnership program could include the formation of a Property and Business Improvement District (PBID), under which additional funds can be raised for services and programs to enhance designated business districts.
Community Improvement Program	Possible Future Program	The program would provide both residential neighborhoods and commercial corridors with land acquisition, funding, construction and development assistance for community centers, recreation centers, schools, child-care centers, parks, urban design plans, master plans, streetscapes and facility improvements. (North Avenue Elementary, Del Paso Heights Elementary, Grant Union High School, Mims Hagginwood, Robertson, Mama Marks, Gateway, Nuevo, etc.)
Toxic Remediation Program	Currently Planned/Available	Provides various types of assistance including funding to identify contaminated sites and collaborate with other agencies to eliminate or contain toxic contamination and make more property available for development.
Grow Sacramento Fund	Currently Planned/Available	The Grow Sacramento Fund (GSF) provides favorable loans and other assistance to local businesses that want to grow. Loan proceeds may be used for a variety of business purposes, including the acquisition, construction or rehabilitation of a building, leasehold improvements, machinery and equipment, and long-term working capital.
Commercial Revitalization Program	Currently Planned/Available	The Commercial Revitalization Program provides local businesses along major commercial corridors (Marysville, Norwood, Rio Linda, Grand, and Business Park) with financial assistance for exterior and interior building improvements. The program improves the appearance and viability of commercial buildings, and complements other public and private investment in Del Paso Heights.
GEO (Youth Education, Entrepreneur Program)	Currently Planned/Available	By combining redevelopment planning and interested youth in the project area a unique partnership can be created that utilizes the creativity of area students with real world project planning and development. This joint effort between the project area youth and the redevelopment agency allows the agency to receive feedback from the community while teaching the participants about the importance of redevelopment and planning for future support and feedback for future projects in the project area.
Property Disposition	Currently Planned/Available	Redevelopment Agencies have the unique ability to acquire land within a project area and forge agreements with private entities for the redevelopment of that land without public bidding or competitive

PROGRAM	Currently Planned/Available or Possible Future Program	DESCRIPTION
		processes, provided it contributes to the elimination of blight in that project area. In addition the Agency may dispose of acquired land for less than its acquisition cost provided public hearings are held to disclose the terms of the sale.

A number of existing housing programs also have promise for continued implementation in the Project Area. These include, but are not limited to, the following activities.

PROGRAM	Currently Available Program or Possible Future Program	DESCRIPTION
Homebuyer Assistance Program	Currently Available Program	The Homebuyer Assistance Program is designed to provide very low, low and moderate-income homebuyers with down payment, closing cost, and mortgage assistance on home purchases in Del Paso Heights.
Boarded and Vacant Program	Currently Available Program	The Boarded and Vacant Homes Program is designed to promote the acquisition and rehabilitation of single-family boarded and vacant homes in Del Paso Heights for sale to owner-occupants. Participating developers receive a Developer Fee for resale of qualified homes to qualified homebuyers. Payment of developer fee is provided upon approved completion and sale of home to owner-occupant per executed Owner Participation Agreement.
Vacant Lot Development Program	Possible Future Program	The Vacant Lot Development Program is a program designed to help reduce blight, encourage private development and increase homeownership in Del Paso Heights. The Vacant Lot Development Program will pay qualified developers a developer's fee for the acquisition of vacant land to construct new single family, owner-occupied homes in Del Paso Heights. The fee is earned when the developer sells to a qualified homebuyer.
Emergency Repair Program	Currently Available Program	The Emergency Repair Program (ERP) is a program designed to provide grants for emergency/health and safety repairs to single family and mobile home owners in Del Paso Heights.
CalHome Owner-Occupied Rehabilitation Program	Currently Available Program	The CalHome Owner-Occupied Rehabilitation loan is a deferred payment home improvement loan designed for low-income homeowners whose homes are in need of repair.
Flexible Property Improvement Loan	Currently Available Program	The Flexible Property Improvement Loan is a home improvement loan designed for low-income homeowners whose homes are in need of repair. It may also be used in conjunction with the acquisition of an owner-occupied residence.
Sacramento Home Works! Program	Currently Available Program	The Sacramento Home Works! Program provides acquisition and rehabilitation financing or refinance and rehabilitation funds in one transaction.
Multi-Family Housing Lending Program Direct Loan Program	Currently Available Program	The Agency utilizes funding derived from several federal and local sources. These funds are used to make direct loans as gap financing to supplement private equity and debt for acquisition and rehabilitation or new construction of multi-family housing developments.

PROGRAM	Currently Available Program or Possible Future Program	DESCRIPTION
Investment Home Improvement Program	Currently Available Program	The Investment Property Improvement Loan is designed to provide low-interest financing for acquisition and rehabilitation or rehabilitation of investment property fewer than 11 units.



8.2 ASSISTANCE PROGRAMS

Development Assistance

The Agency may provide financial and other assistance as authorized by the CRL and the Redevelopment Plan to individual projects on an as-needed basis and depending on the availability of Agency funds or other resources. During the five-year period covered by this Implementation Plan, the Agency's focus in the Project Area shall be upon projects that meet the criteria contained in Table 23.

Housing Assistance

During the period of this five-year plan, housing assistance funds from the Low- and Moderate-Income Housing Fund may be used to improve, or preserve the supply of low- and moderate-income housing throughout the Project Area as appropriate and consistent with the General Plan.

Relocation Assistance

During the period of this five-year plan, relocation assistance may be provided to businesses and residents displaced through direct Agency actions as necessary and consistent with the Redevelopment Plan and any relocation guidelines adopted by the Agency.

8.3 PROPERTY ACQUISITION AND ASSEMBLAGE

This proposed Amendment does not change the Agency's eminent domain authority. If eminent domain is used, such land may subsequently be assembled and disposed of in any legal means to facilitate development in the Project Area in conformance to the General Plan.

8.4 FIVE-YEAR TAX INCREMENT PROJECTIONS

As shown in Table 20, Project Area tax increment revenues for housing and non-housing programs during the 2003 to 2008 period are estimated to be \$7,480,000 after payments to other taxing entities.

Of the total \$7,480,000, an estimated \$5,124,000 would be available for the various redevelopment projects listed previously in this Chapter, and \$2,357,000 would be available for low- and moderate-income housing programs.

8.5 INCLUSIONARY HOUSING PRODUCTION REQUIREMENTS

The Del Paso Heights Redevelopment Plan was adopted in 1970, and is presently not subject to the inclusionary housing requirements established by CRL Section 33413(b)(2)(A)(i). This section requires that, "...at least 15 percent of all new or substantially rehabilitated dwelling units developed in a project area ... by public or private entities or persons other than the agency shall be available at affordable housing cost to persons and families of low or moderate income and shall be occupied by these persons and families." Not less than 40 percent of these units shall be available to very low-income households.

CRL Section 33413 further requires that 30% of all new or substantially rehabilitated housing units developed by the Agency shall be affordable by low- or moderate-income households. Of this 30%, at least 50% must be made available to very low-income households. This provision applies to the Del Paso Nuevo housing project, which is partially financed by the Agency.

However, with the adoption of the Plan Amendment, the Agency will be subject to the CRL's inclusionary housing requirement for all housing units constructed or significantly rehabilitated in the Project Area after the amendment is adopted. The Agency projects that by 2020, the housing supply in the Project Area will increase by 777 units, including the 300 units planned for the Del Paso Nuevo development. (See Table 22.)

TABLE 22
NET NEW HOUSING CONSTRUCTION
2003 through 2020

Land Use	Acres	Dwelling Units
Single Family Residential	65.76	397
Duplex Residential	35.04	306
Multiple Family Residential	3.29	74
Total	104.09	777

Source: GRC Redevelopment Consultants, based on Sacramento General Plan.

Based on the requirements quoted above, the Agency will be responsible for assuring that 162 units are available to, and occupied by, low- or moderate-income households by 2020. Of these 162 units,

at least 74 must be available to very low-income households. Based on 5-year Implementation Plan cycles beginning in 2003, inclusionary housing goals will be as shown in Table 23.

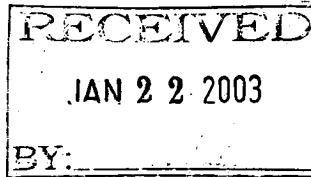
Table 23 estimates that of Del Paso Nuevo's 300 units, up to 153 dwelling units will have long-term price restrictions to keep them available to low- and moderate-income households. Of these 153 units, approximately 30% will be available to very low-income households. The CRL only requires that 90 units (30% of 300 planned units) in this Agency-assisted project be available for low- and moderate-income households. The remaining 63 units may be used to meet inclusionary requirements generated by new construction or major housing rehabilitation elsewhere in the Project Area. This means that, given the projections in Table 23, 9 additional price-restricted units will be needed in the 2015 to 2019 period. These units may be provided through a variety of programs, including rehabilitation assistance, construction assistance, existing unit purchase assistance, or the purchase of long-term affordability covenants.

TABLE 23
PROJECTED INCLUSIONARY HOUSING PRODUCTION REQUIREMENTS
2003 to 2019

Implementation Plan Period	Units Constructed		Total Inclusionary Requirement		Very Low Income Inclusionary Requirement		New Inclusionar y Units Available	Unused Balance	Additional Units Needed
	Del Paso Nuevo	Balance of Project Area	Del Paso Nuevo	Balance of Project Area	Del Paso Nuevo	Balance of Project Area			
2003 – 2008	234	140	70	21	35	8	119	28	0
2008 – 2013	66	140	20	21	10	8	34	21	0
2013 – 2018	0	140	0	21	0	9	0	0	0
2018 – 2019	0	57	0	9	0	4	0	-9	9
Total	300	477	90	72	45	29	153		9

Source: GRC Redevelopment Consultants based on Agency data, and 2000-2004 Implementation Plan, January 2000.

January 20, 2003



Ms Cathy Creswell, Deputy Director
Department of Housing and Community Development
1800 Third Street
P.O. Box 952050
Sacramento, CA 94252-2050

RE: Sacramento Housing and Redevelopment Agency, Del Paso Heights
Redevelopment Plan, Amendment No. 6

Dear Ms Bornstein:

Pursuant to Health and Safety Code Section 33333.10(h)(3), this letter is to request that your department issue a letter confirming that the Sacramento Housing and Redevelopment Agency has not accumulated an excess surplus in its Low- and Moderate-Income Housing Fund.

For the purposes of this request, excess surplus has the same meaning at that term is defined in Health and Safety Code Section 33334.12.

We will send you a certification by our independent auditor on the status of excess surplus prepared pursuant to Health and Safety Code Section 33333.10(h)(3).

Please provide us with the name of a contact person on your staff. If you or the contact person should have any questions, please do not hesitate to contact Patricia Powers at (916) 440-1399 ext. 1441 or myself at (916) 440-1399 ext. 1220

Sincerely,
Sacramento Housing and Redevelopment Agency

Donald Cavier, Finance Manager



DEL PASO HEIGHTS REDEVELOPMENT PLAN 6TH AMENDMENT SACRAMENTO, CALIFORNIA

DRAFT ENVIRONMENTAL IMPACT REPORT

State Clearinghouse Number: 2002092092

Redevelopment Agency of the
City of Sacramento

Sacramento Housing & Redevelopment Agency
600 I Street, Suite 250
Sacramento, CA 95814

December 20, 2002

DEL PASO HEIGHTS REDEVELOPMENT PLAN 6TH AMENDMENT SACRAMENTO, CALIFORNIA

DRAFT ENVIRONMENTAL IMPACT REPORT

State Clearinghouse Number: 2002092092

Prepared for:

Sacramento Housing & Redevelopment Agency
600 I Street, Suite 250
Sacramento, CA 95814

Contact: Tricia Powers, 916/440-1399 ext. 1441

Prepared by:

GAIL ERVIN CONSULTING
In association with
Historic Environment Consultants
EEI

December 20, 2002

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CHAPTER 1.0

INTRODUCTION

I INTRODUCTION

This chapter provides the reader with an overview of the project, background on the purpose, focus, and use of the environmental impact report (EIR), a discussion of previous EIRs that are relevant to the project, a summary of opportunities for public participation, and a description of the terminology used herein. A detailed description of the project is provided in Chapter 3, Project Description.

1.1 PROJECT UNDER REVIEW

The project under review in this EIR is the implementation of the Del Paso Heights Redevelopment Plan Sixth Amendment ("Redevelopment Plan"). The Project Area is located in the Del Paso Heights community of the City of Sacramento, the area roughly bound by I-80 to the north, Marysville Boulevard to the east, Arcade Creek to the south and Norwood Avenue to the west. The Project Area encompasses 1,038 acres.

The proposed project would amend the Redevelopment Plan for the Del Paso Heights Project Neighborhood Development Program Project No. 5 in the Del Paso Heights Redevelopment Area (the "Project Area") pursuant to Health and Safety Code Section 33333.10 to extend the deadline for plan effectiveness by ten years and the deadline to collect tax increment by ten years for those properties within the Project Area that remain blighted or that are tied to projects that eliminate blight. This deadline amendment will extend the effectiveness of the Redevelopment Plan from 2010 to 2020, and the deadline for incurring debt from 2020 to 2030. The projects and programs that have been previously reviewed and adopted by the Agency will continue to be implemented to address the blight on the properties identified.

The proposed Amendment does not change any of the Redevelopment Plan's established purposes or goals. However, additional projects and programs that were not previously stated in the Implementation Plan have developed out of the Implementation Plan's purposes and goals which aim to further eliminate blight in the area. A new Implementation Plan will be adopted as part of the 6th Amendment that outlines all projects and programs identified for the Project Area.

The proposed Sixth Amendment is intended to remove remaining blight and will assist the Agency in continuing these efforts to improve the neighborhoods and the economic base of Del Paso Heights. Over the life of the redevelopment plan, as amended, continuing redevelopment activities could include: removal or rehabilitation of buildings characterized by deterioration and dilapidation, faulty or inadequate utilities, defective design and character of physical construction; elimination of parcels of irregular form, shape or inadequate size which make development problematic; incompatible uses; improvements to the circulation system, streets, sidewalks, curbs, and gutters; upgrading the sewer, storm drain, and water distribution systems; construction of public facilities; rehabilitation, reconstruction and new development of housing; and development assistance for private development.

The Redevelopment Plan does not propose any changes to the existing or planned land uses in the Project Area, but provides funding for general programs and actions to eliminate blight within the Project Area over time within the context of adopted City plans and policies. Permitted land uses in the Redevelopment Plan mirror the land uses designated in the Sacramento City General Plan,

North Sacramento Community Plan, or any specific plan that may be adopted by the City at any point in time. The Sacramento City General Plan governs development standards for the Project Area, both currently and as amended over time.

1.2 PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

This EIR has been prepared by the Redevelopment Agency of the City of Sacramento, as the Lead Agency under CEQA. This document is a Program EIR, prepared to evaluate the potentially significant effects of public improvements and development that may be funded by or encouraged by the elimination of barriers to growth by the Del Paso Heights Redevelopment Plan 6th Amendment. Because implementation of the 6th Amendment includes extending the time period and funding for facilitating public facility and infrastructure improvements for development and the rehabilitation and reconstruction of buildings that would result in physical changes to the environment, it is considered a "project" as defined by Section 15378 of the State CEQA Guidelines. As such, completion of an environmental impact assessment is required to determine the Redevelopment Plan's potential for resulting in significant environmental impacts. Use of a Program EIR allows the Lead Agency to evaluate the impacts of the amended Redevelopment Plan implementation at a comprehensive level of detail, focusing on area-wide and cumulative impacts and programmatic mitigation measures. Potential direct impacts that could result from public improvements and facilities projects proposed as part of the amended Redevelopment Plan are also considered.

According to Public Resources Code Section 21090, "...all public and private activities or undertakings pursuant to, or in furtherance of, a redevelopment plan shall be deemed to be a single project. However, further environmental review of any public or private activity or undertaking pursuant to, or in furtherance of, a redevelopment plan shall be conducted if any of the events specified in Section 21166" (substantial changes in the project or circumstances, or new information is available) have occurred. These codes are provided for in CEQA Guidelines Sections 15180(a) and 15180(b), and Guidelines Sections 15162 or 15163.

This document analyzes the public and private activities or undertakings pursuant to or in furtherance of the Del Paso Heights Redevelopment Plan 6th Amendment. It serves as the environmental baseline for subsequent approvals pursuant to implementation of the Redevelopment Plan, and updates previous environmental document prepared for the Project Area since the Plan was originally adopted. Additional environmental review for the public and private activities or undertakings pursuant to or in furtherance of the Amended Plan would be required if any of the conditions outlined in Guidelines Sections 15162 or 15163 were to occur. This includes where detailed site and design information allows identification of significant impacts that were not identified at this programmatic level.

An EIR is the public document used to analyze the adverse environmental effects of a proposed project, to indicate ways to reduce or avoid possible environmental degradation, and to identify alternatives to the project that would reduce or avoid the significant adverse effects of the proposed project. The EIR must also disclose significant adverse environmental impacts that cannot be avoided; growth-inducing impacts; effects found not to be significant; and significant cumulative impacts of past, present and reasonable anticipated future projects. An EIR is an informational document used in the local planning and decision-making process. It is not the purpose of an EIR to recommend either approval or denial of a project.

1.3 ENVIRONMENTAL REVIEW PROCESS

As part of the environmental review process, a Notice of Preparation (NOP) was circulated by the Agency on September 26, 2002, in accordance with State CEQA Guidelines Section 15082, to inform responsible agencies and the public that the proposed project could have a significant effect on the environment, and to solicit their comments and input. This EIR addresses substantial environmental issues raised during the NOP process, and is based on existing data and maps available for the area, a preliminary environmental evaluation, field inspection, and coordination with affected agencies and interested parties. The NOP is attached to this EIR as Appendix A. The NOP was circulated to interested agencies, groups, and individuals for a 30-day review period; comments received on the NOP are included in this EIR as Appendix C.

The EIR will initially be published as a Draft EIR in December 2002, and will be subject to review and comment by the public as well as by all responsible and other interested regulatory agencies and organizations during a period of 45 days. Written responses to timely comments on the Draft EIR will be prepared and may specify changes to the Draft EIR. Responses to comments, together with the Draft EIR and any changes to the Draft EIR therein specified will become the Final EIR, which will be presented to the Agency for certification as to its adequacy under CEQA prior to any implementation action taken by the Agency, City Council, or Planning Commission.

1.4 DOCUMENTS INCORPORATED BY REFERENCE

Section 15150 of the State CEQA Guidelines allows incorporation by reference of "...all or portions of another document which is a matter of public record or is generally available to the public." Incorporation by reference is used principally as a means of reducing the size of EIRs. This EIR relies, in part, on data, environmental evaluations, mitigation measures and other components of EIRs recently prepared by either the Agency or Sacramento City for areas located within the Project Area or in its vicinity. This EIR is based on the same land use assumptions as the General Plan Update EIR, certified in 1988 and, therefore, relies upon that document for much of the existing conditions and conclusions for the Project Area. The documents incorporated by reference are available for review at the Sacramento Housing and Redevelopment Agency, 630 I Street, and the City of Sacramento, Neighborhoods, Planning and Development Services Division, 1231 I Street, Suite 300, Sacramento, California 95814.

1. *Del Paso Heights Redevelopment Plan 5th Amendment Initial Study/Negative Declaration*, Sacramento Housing and Redevelopment Agency, City of Sacramento, October 1998.
2. *Del Paso Heights Redevelopment Plan Amendment Draft Environmental Impact Report*, Sacramento Housing and Redevelopment Agency, City of Sacramento, January 1985.
3. *City of Sacramento General Plan*, City of Sacramento, January 19, 1988.
4. *City of Sacramento Zoning Code*, City of Sacramento.
5. *Del Paso Nuevo Project, Environmental Assessment / Initial Study*, City of Sacramento and Sacramento Housing and Redevelopment Agency, February 3, 1998.
6. *Draft and Final Environmental Impact Report, City of Sacramento General Plan Update*, City of Sacramento, Draft EIR is dated March 2, 1987 and Final EIR is dated September 30, 1987.
7. *Air Quality Thresholds of Significance*, Sacramento Metropolitan Air Quality Management District, 1994, First Edition.

9. *2010 Sacramento City/County Bikeway Master Plan, Environmental Impact Report, County of Sacramento, September 1992.*
10. *McClellan AFB/Watt Avenue Redevelopment Plan Final Environmental Impact Report, Redevelopment Agency of the County of Sacramento, certified December 4, 2001.*

1.5 ENVIRONMENTAL IMPACT REPORT FOCUS

This EIR uses information from the January 1985 EIR on the Del Paso Heights Redevelopment Plan and the 1988 EIR on the Sacramento General Plan Update, as well as the documents listed above, as appropriate. These environmental documents provide the base analysis for the approved land uses in the Project Area. A redevelopment plan is used to provide infrastructure improvements and eliminate barriers to growth, thus the EIR will focus on the impact of potential development that would occur with the elimination of existing physical, economic and social barriers to development in the Project Area.

The EIR discusses the following issues:

- land use;
- traffic impacts related to potential buildout of adopted land uses;
- air quality, both construction and operational emissions;
- noise, both construction and operational noise;
- hazards and hazardous materials/waste management;
- biological resources;
- cultural/historic resources;

1.6 INTENDED USES OF THE ENVIRONMENTAL IMPACT REPORT

The EIR will serve as the Agency CEQA compliance document for the Del Paso Heights Redevelopment Plan 6th Amendment and for subsequent actions by the Agency in furtherance of the amended Redevelopment Plan.

The EIR will be used by the following public agencies and boards in the approval of implementation activities under the amended Redevelopment Plan:

- City Council of the City of Sacramento;
- Redevelopment Agency of the City of Sacramento;
- Sacramento Housing and Redevelopment Commission;
- Planning Commission of the City of Sacramento;
- All Departments of the City of Sacramento who must approve implementation activities undertaken in accordance with the Redevelopment Plan;
- All other public agencies that may approve implementation activities undertaken in accordance with the Redevelopment Plan.

The EIR will be used in the adoption of and approval of any of the following redevelopment project implementation activities that may be necessary:

- Approval of Disposition and Development Agreements;
- Approval of Owner Participation Agreements;
- Approval and funding of public facilities and improvements projects;
- Sale of tax increment and/or other bonds, certificates of participation and other forms of indebtedness;
- Acquisition and demolition of property;
- Rehabilitation of property;
- Relocation of displaced occupants;
- Approval of certificates of conformance;
- Approval of development plans, including zoning and other variances and conditional use permits; including those low- and moderate-income housing units;
- Issuance of permits and other approvals necessary for implementation of the Redevelopment Plan.

1.7 ENVIRONMENTAL IMPACT REPORT ORGANIZATION

This EIR is structured in a manner to allow the reader to easily track information from the Summary (Chapter 2) through the Project Description (Chapter 3) and the Impact Analyses (Chapter 4). Impacts are numbered consecutively, and where appropriate, are associated with a mitigation measure that is correspondingly numbered. This numbering system is carried over into the summary to allow easy location of the document's conclusions regarding a particular impact.

The document can be read in a number of ways depending on the reader's available time or interest in a particular issue. The briefest approach to the document involves reading only the summary. A somewhat more detailed reading of the document might involve careful reading of the full Project Description (Chapter 3) and Alternatives (Chapter 5), as well as the summary. For those with an interest in a particular issue, it may be appropriate to add to the above a specific chapter or set of chapters. Finally, one can read the document in its entirety for a detailed presentation of all potential environmental effects of the project, and alternatives to the project.

1.8 LIST OF COMMON ACRONYMS AND ABBREVIATIONS

<u>ACRONYM/ABBREVIATION</u>	<u>DESCRIPTION</u>
AADT	Annual Average Daily Traffic is the total volume for the year divided by 365 days
ACM	asbestos containing materials
ADEIR	Administrative Draft Environmental Impact Report
ADT	Average Daily Traffic averaged over a period of less than a year
AFB	Air Force Base
APCD	Air Pollution Control District
APN	Assessor's Parcel Number

ACRONYM/ABBREVIATION**DESCRIPTION**

AAQS	ambient air quality (concentration) standards
AQMD	Air Quality Management District
ASTM	American Society of Testing and Materials
CAA	Clean Air Act
CAAA	CAA Amendments
CAAQS	California Ambient Air Quality Standards
CADA	Capitol Area Development Authority
CCAA	California Clean Air Act
Cal/EPA	California Environmental Protection Agency
Cal/OSHA	California Occupational Safety and Health Administration
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBD	Central Business District
CCCP	Central City Community Plan
CCR	California Code of Regulations
CDF	California Department of Forestry and Fire Protection
CDFG	California Department of Fish and Game
CDMG	California Department of Mines and Geology
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act of 1980
CIP	Capital Improvement Program
CNEL	Community Noise Equivalent Level. The average equivalent sound level during a 24-hour day, obtained after addition of approximately 5 decibels to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and 10 decibels to sound levels in the night before 7:00 a.m. and after 10:00 p.m. to account for people's increased sensitivity to nighttime noise.
CO	carbon monoxide
COE	U.S. Army Corps of Engineers
CRWQCB	California Regional Water Quality Control Board
CSS	Combined Sewer System
DBA	A-Weighted Decibels
Decibel, dB	A unit for describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter).
DEIR or Draft EIR	Draft Environmental Impact Report
DU	Dwelling Unit
EIR	Environmental Impact Report
EPA	U.S. Environmental Protection Agency
ESD	Equivalent Single-family Dwelling Unit
FCAA	Federal Clean Air Act
Fed/OSHA	Federal Occupational Safety and Health Administration
FEIR or Final EIR	Final Environmental Impact Report
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
GPA	General Plan Amendment

ACRONYM/ABBREVIATION**DESCRIPTION**

gsf	gross square feet
HABS	Historic American Building Survey
HS	hydrogen sulfide
HVAC	heating, ventilation, and air conditioning
L50	The A-weighted noise level that is equaled or exceeded 50 percent of the stated time period.
L _{dn}	Day-Night Average Sound Level. The average equivalent sound level during a 24-hour day, obtained after addition of ten decibels to sound levels in the night after 10:00 p.m. and before 7:00 a.m.
L _{eq}	Equivalent Sound Level. The sound level containing the same total energy as a time varying signal over a given sample period. L _{eq} is typically computed over 1-hour, 8-hour and 24-hour sample periods.
L _{max}	The A-weighted maximum noise level for a given period of time.
LOS	Level of Service
mgd	million gallons per day
mph	miles per hour
MSL	mean sea level
MTP	Metropolitan Transportation Plan
µg/m ³	micrograms per cubic meter
NAAQS	National Ambient Air Quality Standards
NCIC	North Central Information Center, Sacramento State University
NDDB	Natural Diversity Data Base
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NO ₂	nitrogen dioxide
NOP	Notice of Preparation
NO _x	nitrogen oxides
O ₃	Ozone
Pb	lead
PEIS	Programmatic Environmental Impact Statement
PM ₁₀	suspended particulate matter under 10 microns
PM _{2.5}	suspended particulate matter under 2.5 microns
ppm	parts per million
PS	Public Safety
RACT	reasonably available control technology
RCRA	Resource Conservation and Recovery Act of 1976
ROG	reactive organic gases
RT	Sacramento Regional Transit
RWQCB	Regional Water Quality Control Board
SAAQS	State Ambient Air Quality Standards
SACOG	Sacramento Area Council of Governments
s.f.	square foot
SGPU	Sacramento General Plan Update
SIP	State Implementation Plan
SMAQMD	Sacramento Metropolitan Air Quality Maintenance District
SO ₄	Sulfates
SPA	Special Planning Area

ACRONYM/ABBREVIATION

DESCRIPTION

SPD	Special Planning District
Sound Level	The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear and gives good correlation with subjective reactions to noise.
SVAB	Sacramento Valley Air Basin
SO ₂	sulfur dioxide
TAC	toxic air contaminants
UDP	urban design plan
v/c	volume to capacity ratio
VOCs	volatile organic compounds

CHAPTER 2.0

SUMMARY

2 SUMMARY

This section briefly describes the project under consideration, alternatives to the proposed project, areas of controversy, and direct and indirect project impacts. All impacts and mitigation measures that were identified during the course of this environmental analysis are presented in Table 2-1 at the end of this chapter.

2.1 SUMMARY OF THE PROJECT DESCRIPTION

2.1.1 PROJECT LOCATION

The Project Area is located in the Del Paso Heights community of the City of Sacramento, north of downtown Sacramento. The Project Area is roughly bound by I-80 to the north, Marysville Boulevard to the east, Arcade Creek to the south and Norwood Avenue to the west. The Project Area encompasses approximately 1,038 acres.

2.1.2 PROJECT DESCRIPTION SUMMARY

The proposed project would amend the Redevelopment Plan for the Del Paso Heights Redevelopment Area, (the "Redevelopment Plan" or the "Project Area") pursuant to Health and Safety Code Section 33333.10. This deadline amendment will extend the effectiveness of the Redevelopment Plan from 2010 to 2020, and the deadline for receiving tax increment, repaying debt and completing very low-, low- and moderate-income housing projects from 2020 to 2030. As part of the amendment process, the Agency will adopt a revised and updated Implementation Plan (2003-2008) that adds projects and programs which have been developed out of the original goals and objectives of the Redevelopment Plan and the changing needs of the community. Redevelopment actions outlined in the Redevelopment Plan and the proposed 2003-2008 Implementation Plan Update include property acquisition; land assemblage; demolition or rehabilitation of structures; installation of streets, utilities and other public facilities and infrastructure; funding, construction, rehabilitation and/or development assistance for community centers, recreation centers, schools, child-care centers, parks, urban design plans, master plans, streetscapes and facility improvements; construction of small public or private facilities; and very low-, low- and moderate-income and market-rate housing construction.

All projects and programs previously adopted by the Agency in conjunction with the Redevelopment Plan and subsequent plan amendments and implementation plans will continue to be implemented to address the blight on the properties identified.

Extending the time limits as described above will cause secondary changes in the manner the Redevelopment Plan is implemented, as follows:

- The Agency will increase its contributions to the low- and moderate-income housing fund from 20% to 30% of gross tax increment revenues, pursuant to the California Community Redevelopment Law. These payments would commence upon adoption of the amendment.
- The Agency will begin to make mandatory payments to various affected taxing agencies, amongst which are the County of Sacramento, the City of Sacramento's general fund, the school

district, and other entities. These payments will commence in 2001/02 as a result of a 1998 amendment to extend the time limit for incurring debt.

- From the first fiscal year following adoption of the Amendment until 2020, no more than 15% of Low- and Moderate-Income Housing Fund deposits (calculated over a five year period) may be spent for persons and families of moderate income, and these funds may only be spent on projects in which 49% or more of the units are for low- or very-low families or persons; except that up to another 5% of housing fund deposits can be spent on persons and families of moderate income if it is matched by expenditures on persons and families of extremely-low income.
- Beginning in 2020, and except for low- and moderate-income housing funds, the Agency will be prohibited from spending tax increment funds in areas that are identified by the proposed amendment as no longer blighted.
- Beginning in 2020, the Agency may only spend its low- and moderate-income housing funds on housing for low or very-low income households, except that no more than 15% of the money deposited in the low- and moderate-income housing fund may be used for moderate-income housing. Moderate income housing expenditures must be matched by expenditures on housing for extremely low-income persons or families.

The proposed Amendment does not change any of the Redevelopment Plan's established purposes or goals. However, additional projects and programs that were not previously stated in the Implementation Plan have developed out of the Implementation Plan's purposes and goals which aim to further eliminate blight in the area.

2.2 SUMMARY OF ALTERNATIVES TO THE PROPOSED PROJECT

Section 15126(d) of the State CEQA Guidelines, requires an evaluation of "...a reasonable range of alternatives to the project, or to the location of the project, which could feasibly attain the basic objectives of the project, and evaluate the comparative merits of the alternatives." The alternatives under evaluation in Chapter 5 of this EIR include the No Project Alternative and the No Public Investment Alternative. The proposed project was determined to be the Environmentally Superior Alternative. Two alternatives were previously considered and rejected: the Alternative Public Actions and Alternative Location. A summary of the alternatives included herein is described below.

2.2.1 NO-PROJECT ALTERNATIVE

Under the No-Project Alternative, the Del Paso Heights Redevelopment Plan would not be amended to extend the effectiveness of the Redevelopment Plan from 2010 to 2020, or extend the deadline for receiving tax increment, repaying debt and completing low-moderate housing projects from 2020 to 2030. The proposed public improvements that would be assisted with the Plan and other Redevelopment Plan programs (such as commercial/industrial rehabilitation and low- and moderate-income housing assistance) would not be implemented with redevelopment funding after 2010. The Del Paso Nuevo project would not be completed. The existing ongoing Implementation Programs and Projects that have been funded with current tax increment flows would continue

under the Redevelopment Plan for until 2010 and then be discontinued. Significant blight remains in the Project Area that would not be eliminated in this time period.

The No-Project Alternative assumes additional development beyond existing uses would not occur. Although required by CEQA, such an alternative is not particularly relevant to redevelopment plan implementation, which only has an effect on continuing activities and General Plan growth in the Project Area, and has no control over land use decisions. The No-Project scenario would be similar to any aged and blighted urban area, where the Project Area would stay a marginal area with inadequate infrastructure, low lease rates and a deteriorating housing stock. Quality of development would be poor, blight would persist, and the housing stock would continue to deteriorate. Economic activity along the Marysville Boulevard corridor would remain depressed, with increased building vacancies.

2.2.2 NO REDEVELOPMENT PLAN - ALTERNATIVE MEANS OF REVITALIZATION WITH PUBLIC FUNDS

This alternative considers utilization of public revenue sources other than tax increment financing to fund public improvements and other actions in the Project Area after 2010. Federal, State, County, and City programs exist that may initiate similar development without the need for redevelopment tax increment financing. These sources of alternative funding typically include mortgage revenue bonds, Community Development Block Grant funds (CDBG), Economic Development Administration funds, State and Federal Transportation Grants, Urban Development Action funds, and revenue bonds. Such funding sources may avoid the potential reduction of service levels for agencies that receive less revenue if full tax increment financing is used. However, some of the potential funding sources are capped each year for the City, such as CDBG funds. Any such funds used in the Del Paso Heights Project Area are funds unavailable to alleviate blight in other parts of the City. In addition, many of these funds require application and competition, and cannot be relied upon to be available consistently over the next 30 years. Under this alternative, the \$13.2 million increase in funds available for low- and moderate-income housing programs and the \$40 million increase in funds for non-housing projects under the amended Plan would not be available.

2.2.3 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

In most cases, the implementation activities identified with the amended Redevelopment Plan are intended to mitigate existing problems and barriers to planned growth within the Project Area. By providing an additional 10 years of mitigation for existing infrastructure and blight problems caused by the Project Area's declining commercial/industrial corridors and housing stock, the proposed project, amendment of the Redevelopment Plan, is the environmentally superior alternative. Under the amended Redevelopment Plan, inadequate water, sewer and drainage infrastructure will be upgraded, circulation and pedestrian safety will be improved, hazardous materials will be remediated, and dangerous/vacant buildings removed or rehabilitated and reused. Because of the unique nature of the Redevelopment Plan, implementation of the Redevelopment Plan will have an overall beneficial impact on the Project Area. Project specific impacts for construction activities funded by redevelopment will be primarily short-term in nature (i.e., construction noise).

2.3 AREAS OF CONTROVERSY

CEQA Guidelines Section 15123 specifies that the summary shall identify "areas of controversy" known to the Lead Agency, including issues raised by agencies and the public, and issues to be resolved, including the choice among alternatives and whether or how to mitigate the significant effects. There are no known areas of controversy regarding Amendment of the Del Paso Heights Redevelopment Plan.

2.4 SUMMARY OF CONSISTENCY WITH ADOPTED PLANS AND POLICIES

In addition to physical environmental impacts, CEQA requires a discussion of the consistency of a proposed project with adopted plans and policies. Consistency with a plan is not a physical impact per se, but inconsistencies are required to be disclosed and discussed. This discussion is provided in Chapter 4.1, Land Use/Planning. If a plan inconsistency results in a physical impact, the physical impact is separately discussed in the topical sections in Chapter 4.

Implementation of the Redevelopment Plan must, by law, be consistent with the Sacramento City General Plan, the Del Paso Nuevo Special Planning District ordinance, or any specific plan that may be adopted by the City at any point in time. There were no inconsistencies with any adopted plan or policy identified with implementation of the Redevelopment Plan.

2.5 SUMMARY OF POTENTIAL IMPACTS, MITIGATION MEASURES, AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

The environmental impacts of Redevelopment Plan implementation are summarized in Table 2-1, and a detailed discussion of the impacts is found in Chapter 4 of this document. Table 2-1 identifies the potential impact and the adopted mitigation measure(s) determined to mitigate that impact.

Table 2-1
Summary of Environmental Impacts and Mitigation Measures

Impact Category	Potential Environmental Impact	Mitigation Measures	Level of Significance
1. Unavoidable Significant Environmental Impacts (Lead Agency must issue a "Statement of Overriding Considerations" under Section 15093 and 15126(b) of the CEQA Guidelines if the agency determines that these effects are significant and approves the project).			
Traffic and Circulation	The SGPU EIR determined that buildout of the designated land uses would result in significant and unavoidable cumulative impacts on the roadway system in the Project Area. The proposed 6 th Amendment would remove barriers to growth and encourage General Plan buildout in the Project Area, and be an indirect contributor to these identified impacts. There are 134 acres of developable infill parcels in the Project Area, which if developed to allowable densities could result in an increase in vehicle trips of up to 28 percent over current impacts. Cumulative traffic impacts on Marysville Boulevard cannot be mitigated without displacing existing uses and cumulative additions to congestion on I-80 are significant.	The proposed 6 th Amendment falls within the scope of the SGPU Program EIR and the findings adopted for the City's General Plan Update, and will not result in any significant impacts over and above those previously analyzed in the SGPU EIR. The City monitors roadway conditions and determines when improvements are warranted per City standards and criteria, and includes such improvements in their Capital Improvements Program as appropriate. As site specific development proposals are identified and submitted to the City for permits, the City has procedures and requirements in place to analyze operational impacts and imposed mitigation measures as required. No other mitigation measures are available at the programmatic level.	Significant and unavoidable.
Noise	Impact 4.4-1: Construction Noise at Sensitive Receptors. Construction activities related to public and private projects undertaken as a result of the Redevelopment Plan could result in an increase in ambient noise levels during construction. This would be a short-term significant impact.	The City noise ordinance requires that all internal combustion engines used in construction must be equipped with suitable exhaust and intake silencers which are in good working order. However, exceedances of noise standards can still occur as discussed above, resulting in temporary adverse impacts on sensitive receptors during construction. No additional mitigation is available.	Significant and unavoidable - temporary.
2. Potentially Significant Environmental Impacts That Can Be Mitigated or Avoided (Section 15126(c) of the CEQA Guidelines)			
Noise	Impact 4.4-4: Expose Existing or Planned Land Uses to Noise That Would Conflict With Local Planning Guidelines or Noise Ordinance Criteria. Traffic noise levels adjacent to the major road segments within the Project Area currently exceed normally acceptable levels for sensitive receptors. Actions to encourage residential development in areas with existing and projected ambient noise levels above 60 dB are considered <i>potentially significant</i> .	4.4-4 For all redevelopment funded projects within 500 feet of Interstate 80 and within 150 feet of Norwood Avenue, Rio Linda Boulevard and Marysville Boulevard, the Agency shall provide adequate and appropriate sound barriers or conduct an acoustical analysis to ensure existing construction methods are adequate to insure interior noise levels of 45 dBA or less are maintained for future ambient noise levels. If necessary, appropriate noise insulation measures shall be identified and included in the construction documents to the satisfaction of the City Building Division.	Less than significant.

Impact Category	Potential Environmental Impact	Mitigation Measures	Level of Significance
Hazardous Materials	Impact 4.6-2 Potential Redevelopment of Previously Identified or Unidentified Contaminated Sites. Redevelopment activities often involve the rehabilitation or reuse of older properties that may result in the discovery of previously unidentified contaminated properties, or provide for reuse of identified, but not yet remediated sites. Construction activity could uncover unknown sites of soil contamination that could result in the exposure of construction workers and result in associated significant adverse health effects. This would be a <i>significant impact</i> .	4.6.2 A thorough examination of past property uses shall be required for redevelopment projects prior to demolition or construction. This examination shall conform to the Phase I Environmental Site Assessment process established by ASTM (E1527-00), and shall include a site reconnaissance, a review of regulatory databases, interviews with persons knowledgeable of the property, and a review of past property uses using appropriate historical sources.	Less than significant.
Biological Resources	Impact 4.5-1 Potential Loss Of Heritage Trees. The Project Area contains trees that would be regulated under the City of Sacramento Heritage Tree Ordinance. The loss of heritage trees would be a <i>significant impact</i> .	The following measures should be implemented to reduce potential impacts on "heritage" trees: 4.5-1a To the extent feasible, existing heritage trees shall be retained and incorporated into proposed development and/or landscaping plans; or, 4.5-1b If heritage trees cannot be avoided and will likely be removed, a certified arborist shall conduct a tree survey to identify the diameter at breast height (DBH), height, location, and health of the trees to be removed. This information is required for a permit to remove the trees. Recommendations for tree planting/replacement ratios and appropriate planting sites would also be included in this report.	Less than significant.
Cultural Resources	Impact 4.7-1 Loss or Degradation of Undiscovered Prehistoric and Historic Resources. Implementation of the 6 th Amendment would include ground disturbing activities such as infrastructure improvements, grading and trenching for development. Although the likelihood of encountering cultural remains during construction is low, such disruption would likely result in the permanent loss of potentially important cultural resource data. Therefore, this is considered a <i>potentially significant impact</i> .	4.7.1: Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, human remains, or architectural remains be encountered during any development activities, work shall be suspended and a qualified archaeologist shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less than significant level before construction continues. Such measures could include (but would not be limited to) researching and identifying the history of the resource(s), mapping the locations, and photographing the resource. In addition, pursuant to Section 5097.98 of the State Public Resources Code, and Section 7050.5 of the State Health and Safety Code, in the event of the discovery of any human remains, all work is to stop and the County Coroner shall be immediately notified. If the remains are determined to be Native American, guidelines of the Native American Heritage Commission shall be adhered to in the treatment and disposition of the remains.	Less than significant.

Impact Category	Potential Environmental Impact	Mitigation Measures	Level of Significance
3. Environmental Impacts That Are Less Than Significant (Section 15126 and 15128 of the CEQA Guidelines)			
Traffic and Circulation	4.2.2 Project Effects on Pedestrian and Transit Access and Operations. Current conditions in the Project Area include unimproved, narrow roadways and unaligned streets. The Implementation Plan includes projects and programs that would improve roads by providing sidewalks, bike routes and streetscape (including bus stop) improvements to enhance pedestrian access and cyclist safety.	None required.	Less than Significant
Air Quality	4.3-1 Short-Term Construction Increases in Regional Criteria Pollutants. With future development and infrastructure construction in the Project Area, air pollutants would be emitted by construction equipment, and fugitive dust would be generated during interior grading and site preparation. Short-term increases in regional criteria pollutants would be <i>less than significant</i> .	None required. Individual development projects, as they are defined over the life of the Redevelopment Plan, will be submitted to the City for various entitlements and for compliance with current air quality criteria during project review. Compliance with mandatory federal, State, and local requirements is required by the City. In addition to compliance with all other applicable SMAQMD rules and regulations, the City requires mitigation measures be implemented for projects of substantial size characterized by a construction area of five acres or more and/or 250,000 square feet or more of non-residential development or 200 housing units or more, which would reduce potential short-term construction emissions. Recommended mitigation measures are updated regularly by the SMAQMD, based on the latest science and current conditions.	Less than Significant
Air Quality	Impact 4.3-2: Project Specific Long-Term Increases in Regional Criteria Pollutants. Total emissions include mobile sources, non-permitted stationary or "area" sources, and permitted stationary devices project specific increases in regional criteria pollutants would be <i>less than significant</i> .	None required. Individual development projects, as they are defined over the life of the Redevelopment Plan, will be submitted to the City for various entitlements and for compliance with current air quality criteria during project review. Compliance with mandatory federal, State, and local requirements (including those of the SMAQMD, the City's Trip Reduction Ordinance; In-Lieu Parking Ordinance; Bicycle Parking Facilities Ordinance; Infill Incentives Program; and several adopted programs and policies to mitigate air quality impacts, primarily by promoting public transit and other alternatives to automobile travel) is required by the City. Recommended mitigation measures are updated regularly by the SMAQMD, based on the latest science and current conditions.	Less than Significant

Impact Category	Potential Environmental Impact	Mitigation Measures	Level of Significance
Air Quality	Impact 4.3-3: Potential to Violate the SMAQMD's Qualitative Emission Thresholds. Industrial Labor Intensive land in the Project Area does not support the heavy industrial activities that generate significant emissions. Implementation of the amended Redevelopment Plan is not anticipated to result in significant odors, impacts to local climate and meteorological conditions, or subject sensitive receptors to significant concentrations of harmful pollutants. This impact would be <i>less than significant</i> .	None required.	Less than Significant
Air Quality	Impact 4.3-4: Cumulative Air Emissions. Project area population and employment increases would generate vehicular trips and air pollutant emissions consistent with those anticipated in the General Plan. Whereas growth in the Project Area must be consistent with adopted plans, implementation of the Redevelopment Plan would not result in cumulative emissions beyond those planned for by the SMAQMD in their attainment date projections. Cumulative emissions would be <i>less than significant</i> .	None required.	Less than Significant
Noise	Impact 4.4-2: Increased Ambient Noise Levels at Noise-Sensitive Land Uses. The traffic noise generated by Project Area development either as a direct or indirect result of redevelopment activities would not exceed that projected by the SGPU EIR. Only a small percentage of the additional noise would be caused by traffic of projects engendered by the 6th Amendment, and cumulative traffic will increase noise levels by less than 3 dBA along Project Area roadways. Noise level increases along Project Area roadways would be <i>less than significant</i> .	None required.	Less than Significant
Noise	Impact 4.4-3: Cumulative Community Noise Impacts. The contribution of redevelopment activities and General Plan growth in furtherance of the amended Redevelopment Plan to cumulative community noise conditions would be secondary and incremental. Only a small percentage of the additional noise would be caused by traffic of projects engendered by the Redevelopment Plan Amendment, and	None required.	Less than Significant

Impact Category	Potential Environmental Impact	Mitigation Measures	Level of Significance
	cumulative General Plan traffic will increase noise levels by 3 dBA or less along Project Area roadways. Cumulative community impacts are considered <i>less than significant</i> .		
Biological Resources	Impact 4.5-2: Potential Loss of Special Status Species. No special-status wildlife species were observed in the Project Area or identified in the California Natural Diversity Data Base (CNDDB). Therefore, the potential for the Redevelopment Plan Amendment and subsequent activities to have an adverse impact on burrowing owls, or any other special status species or habitat is considered low, and infrastructure improvements and/or development projects in the Project Area would have a less than significant impact on special status species.	None required.	Less than Significant
Hazardous Materials	Impact 4.6-1 Possible Delays to or Interference with Investigation or Remediation Activities: Due to Redevelopment Projects. Under the direction of local and State agencies, assessment and remediation of soil and water contamination is being conducted at a number of release sites throughout the Project Area. Proposed redevelopment activities could affect these sites through adjustments in cleanup schedules, remedial designs, and remedial actions when determining final cleanup levels. This impact is <i>less than significant</i> .	None required.	Less than significant.
Hazardous Materials	Impact 4.6-3: Potential Asbestos Exposure Hazards during Renovation or Demolition of Existing Structures with ACM during Reuse. Renovation, demolition, and excavation of existing structures and facilities with asbestos containing materials (ACM) may occur as a result of redevelopment actions. Disturbance of ACM may result in asbestos exposure hazards to human health and the environment. Renovation and demolition activities would be subject to all applicable federal, state, and local regulations to minimize potential risks to human health and the environment. This impact would be <i>less than significant</i> .	None required.	Less than significant.

Impact Category	Potential Environmental Impact	Mitigation Measures	Level of Significance
Hazardous Materials	Impact 4.6-4: Potential Lead Exposure from Reuse Activities Involving Buildings with Lead-Based Paint (LBP). Redevelopment activities may involve the demolition or renovation of existing structures that may contain lead-based paint. Human health or environmental exposure to lead may result if lead-based paint is chipping and then accidentally ingested. Lead-based paint would be removed and disposed of in these facilities in accordance with applicable federal, state, and local regulations to minimize potential risks to human health and the environment, thus this impact would be <i>less than significant</i> .	None required.	Less than significant.
Cultural Resources	Impact 4.7-2: Potential removal, destruction or alteration of historic structures. There do not appear to be any residential buildings of potential eligibility for listing in the National Register of Historic Places within the Project Area, due to substantial loss of physical integrity and limited architectural values. Therefore, redevelopment activities would have a <i>less than significant</i> impact on historic resources in the Project Area.	None required.	Less than significant.

CHAPTER 3.0

PROJECT DESCRIPTION

3 PROJECT DESCRIPTION

The information presented in this section and incorporated by reference is based on the Preliminary Report (November 2002) and Redevelopment Plan 6th Amendment for the Del Paso Heights Redevelopment Project, the Notice of Preparation prepared by the Redevelopment Agency of the City of Sacramento (September 26, 2002), the Del Paso Heights Project Area Implementation Plan (Agency, June 5, 2001), the EIR for the 1988 City General Plan Update, and discussions with Sacramento Housing and Redevelopment Agency ("Agency") staff.

3.1 PROJECT AREA LOCATION

The Project Area is located in the Del Paso Heights community of the City of Sacramento (Figure 3.0-1). The Project Area is roughly bound by I-80 to the north, Marysville Boulevard to the east, Arcade Creek to the south and Norwood Avenue to the west. The Project Area encompasses 1,038 acres, and is illustrated in Figure 3.0-2.

3.2 PROJECT AREA BACKGROUND

The City of Sacramento (the "City") has 13 redevelopment plans under the jurisdiction of the Agency. The Del Paso Heights Project, Neighborhood Development Program (the "Del Paso Heights Project" or the "Project Area") was originally adopted in 1970 and subsequently amended five times. As of January 2000, over \$46 million has been invested into the Project Area due to redevelopment. Even though improvements have been made in the Project Area over the past 30 years, the Agency is concerned that conditions of blight still remain and that certain time limits are about to be met.

To address this problem, the Sacramento City Council (the "City Council") and the Agency are considering an amendment to extend the time limit of the effectiveness and the time limit on the receipt of tax increment in the Redevelopment Plan for the Del Paso Heights Project (the "Redevelopment Plan"). Extending these limits would allow the Agency to remain active in the Project Area and collect tax increment to pay for additional improvements. As part of the amendment process, the Agency will adopt a revised and updated Implementation Plan (2003-2008) that adds projects and programs which have been developed out of the original goals and objectives of the Redevelopment Plan and the changing needs of the community. This amendment will establish the beginning of a new five year period for the Implementation Plan. There are no other proposed changes related to this amendment and the boundaries for the Project Area will remain the same.

According to California Community Redevelopment Law (Health and Safety Code Section 33000 et seq.; the "CRL"), a Redevelopment Plan may be amended to extend the life of the Plan as well as the time to pay indebtedness and receive tax increment if both of the following conditions exist:

- Significant blight remains within the Project Area.
- This blight cannot be eliminated without extending the effectiveness of the Plan and the receipt of property taxes.

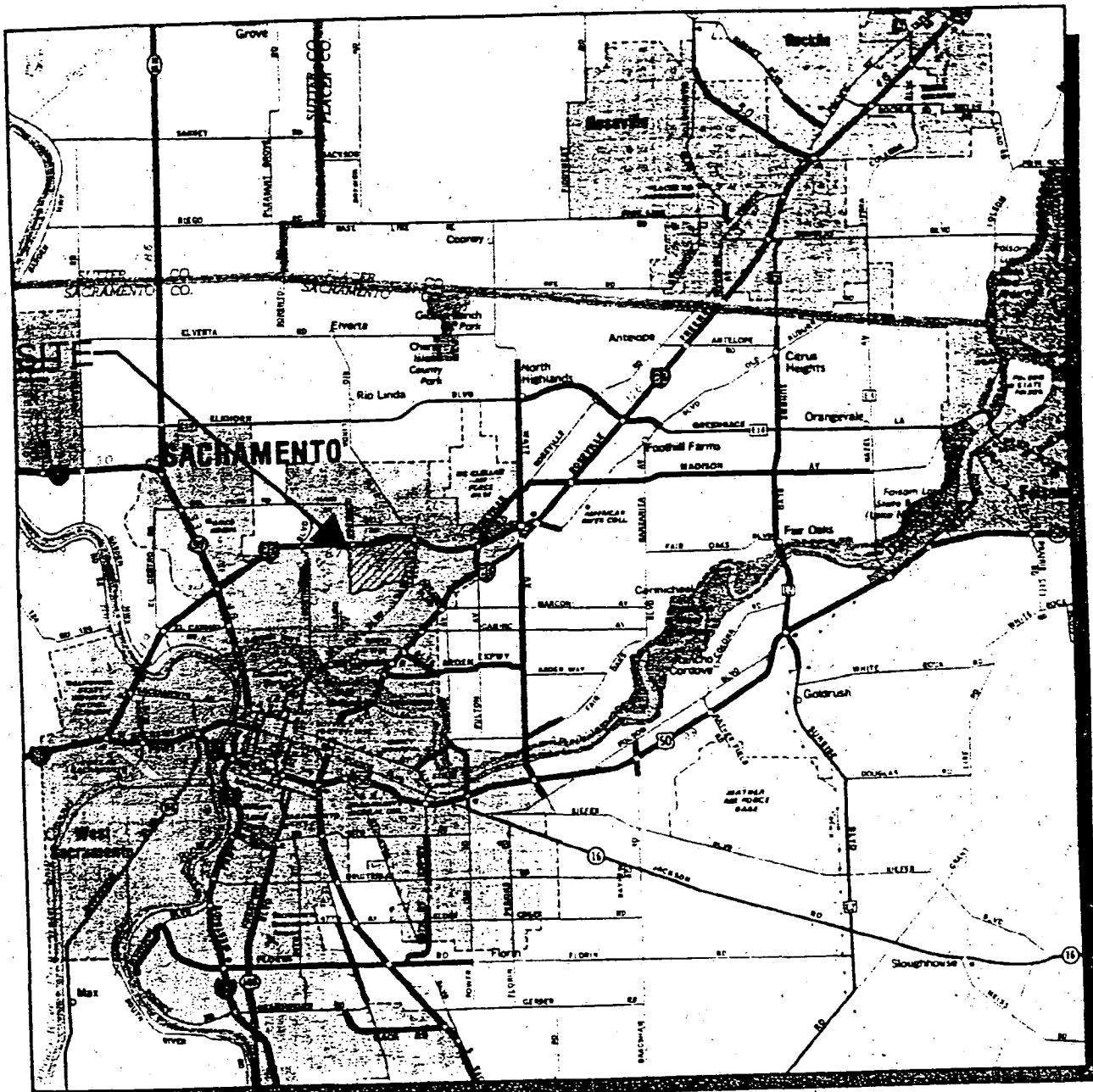


Figure 3.0-1
Regional Location Map

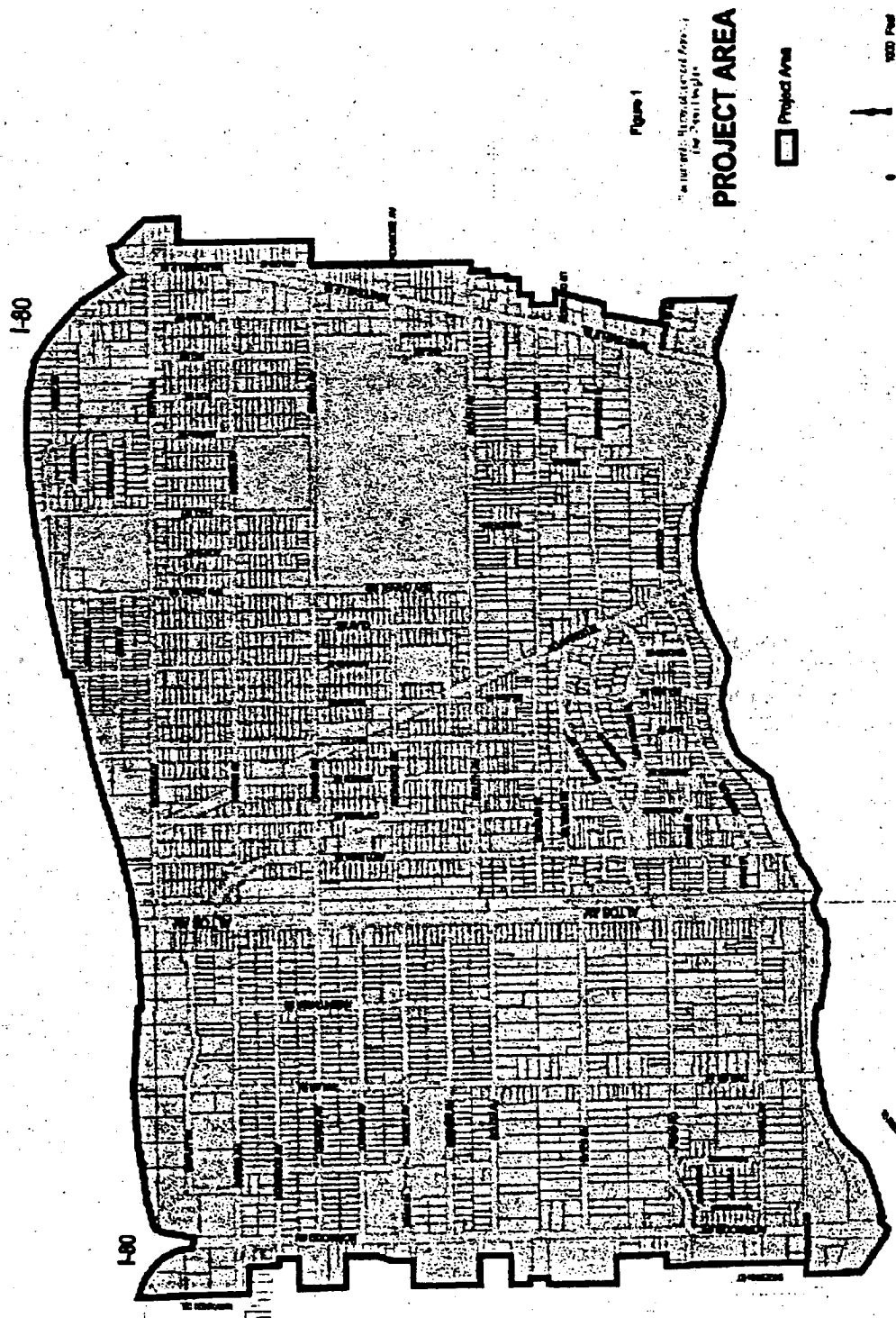


Figure 3.0-2
Project Area Map

3.3 PROJECT AREA SETTING

The Project Area is primarily a residential neighborhood with traditional strip commercial uses located along Marysville Boulevard. Commercial and industrial uses are located on major streets and in close proximity to Interstate 80. Smaller commercial nodes also exist along Rio Linda Boulevard, Grand Avenue and Norwood Avenue. Community facilities are found throughout the Project Area and include four schools, two community centers, four parks, and two libraries. The physical building stock, while improved in some instances, remains largely blighted.

The Project Area appears to be in decline due to several physical and economic conditions, such as deterioration, deferred maintenance, commercial obsolescence, non-conforming uses, and small parcel sizes. An overall decline of the Del Paso Heights community has occurred despite extensive growth in the region in the past 50 years. The area suffers from inadequate infrastructure, haphazard subdivisions of land, inadequate residential and commercial interfaces, minimal design standards for quick and low-cost construction – particularly due to the housing demand brought on by the once active McClellan Air Force Base located just northeast of the Project Area, parking limitations, illegal dumping, and development without a cohesive, long-term plan. The result is a large area that does not serve existing residences or businesses well, and acts as a hindrance to new investors.

The results of a field survey conducted this year reveal that 46% of buildings in the Project Area are in some degree of disrepair, and there are 95 structures that are deteriorated to the point of severe dilapidation. These include several that have already been tagged “unsafe” by the Building Department. Due to the age of structures, the building types and the many auto-related businesses on Marysville Boulevard, the potential for hazardous material contamination in the Project Area is high. About 1,500 buildings in the Project Area are strong candidates for exposure to hazardous materials because they were constructed prior to the abolition of asbestos and lead-based paint.

In the Del Paso Nuevo area, bounded by South Avenue to the north, Altos Avenue to the east, Arcade Creek to the south and Norwood Avenue to the west, the Project Area is characterized by larger, irregularly-sized rural lots, many of which are vacant and blighted. The Del Paso Nuevo Master Plan Project, a 154-acre master planned neighborhood, was adopted on March 10, 1998. The purpose of the Del Paso Nuevo project (“DPN Project”) is to create homeownership opportunities and to create a sustainable community with a variety of lifestyle options and a mixture of land uses and public facilities, and neighborhood services within close proximity to resident’s homes. The park improvements have been completed, as well as improvements to Ford and Carroll between Norwood and Taylor, Hayes Avenue, and the new north-south Paseo Nuevo Road between Hayes and Carroll. Taylor Street and the remaining existing streets in the area are under-improved, 20-foot wide roadways without curbs, sidewalks and gutters. To the extent there are existing structures in the Del Paso Nuevo area other than the new subdivisions under the DPN Project, few are in good condition. Overhead utility lines run along street frontages in unimproved areas. Disjointed and dysfunctional streets generally inhibit vehicular and pedestrian circulation throughout the Project Area.

The Marysville Boulevard Urban Design Plan was conceptually approved on May 19, 1998. Street enhancements such as median strip landscaping and intersection paving are currently under construction. Marysville Boulevard is the historic and existing major focus of retail and commercial

land use for the Project Area, and is a key traffic arterial that links the neighborhood with Del Paso Boulevard and the Highway 160 connector into the Sacramento Central Business District.

3.4 PROJECT OBJECTIVES

A redevelopment plan provides an agency with powers, duties and obligations to implement and further a redevelopment program for the redevelopment, rehabilitation and revitalization of a Project Area. It is long-term in nature, thus there is the need to maintain flexibility to respond to market conditions, property owner and developer interests, and other opportunities as they arise. Therefore, a redevelopment plan does not present a precise plan or necessarily establish specific projects for the redevelopment, rehabilitation and revitalization of a Project Area.

Rather, a redevelopment plan represents a process and a basic framework within which specific plans are presented, specific projects are established and specific solutions are proposed, and by which tools are provided to a redevelopment agency to fashion, develop and proceed with such specific plans, projects and solutions.

Certain goals and objectives, as defined in the Amended and Restated Redevelopment Plan and the existing five-year implementation plan have been identified in connection with the Project. The accomplishment of these goals and objectives will achieve the purposes of the California Community Redevelopment Law. In general, the goals and objectives of redevelopment in the Project Area are as follows:

1. **Housing Goals:** To provide standard housing for all families presently residing in Del Paso Heights and, at the same time to increase the housing supply. Rehabilitation will be fostered and encouraged where feasible and compatible with Plan objectives. Should clearance of existing structures be necessary, it will be coordinated with the availability of relocation housing. To provide for new housing construction.
2. **Social Goals:** To develop a superior level of community facilities providing for the cultural, health and social needs of the residents. Also, to develop a program maximizing citizen participation in the redevelopment process.
3. **Environmental Goals:** To improve the neighborhood environment and image. To eliminate blighted and blighting conditions. To provide all appropriate amenities to support the basic residential character of the area.
4. **Economic Goals:** To increase and develop economic activity in the area by attracting new business, assisting existing business and enhancing property values. To provide for new housing within the means of the majority of area residents. To enforce a strong affirmative action program with all contractors working in the area. To effect a workable residential rehabilitation program maximizing the improvement of economically feasible properties.

3.5 PROPOSED PROJECT CHARACTERISTICS

3.5.1 THE PROJECT

The proposed project would amend the Redevelopment Plan for the Del Paso Heights Project Neighborhood Development Program Project No. 5 in the Del Paso Heights Redevelopment Area, (the "Redevelopment Plan" or the "Project Area") pursuant to Health and Safety Code Section 33333.10 to extend the deadline for plan effectiveness by ten years. This deadline amendment will extend the effectiveness of the Redevelopment Plan from 2010 to 2020, and the deadline for receiving tax increment, repaying debt and completing low-moderate housing projects from 2020 to 2030. All projects and programs previously adopted by the Agency in conjunction with the Redevelopment Plan and subsequent plan amendments and implementation plans will continue to be implemented to address the blight on the properties identified.

Extending the time limits as described above will cause secondary changes in the manner the Redevelopment Plan is implemented, as follows:

1. The Agency will increase its contributions to the low- and moderate-income housing fund from 20% to 30% of gross tax increment revenues, pursuant to the California Community Redevelopment Law. These payments would commence upon adoption of the amendment.
2. The Agency will begin to make mandatory payments to various affected taxing agencies, amongst which are the County of Sacramento, the City of Sacramento's general fund, the school district, and other entities. These payments will commence in 2001/02 as a result of a 1998 amendment to extend the time limit for incurring debt.
3. From the first fiscal year following adoption of the Amendment until 2020, no more than 15% of Low- and Moderate-Income Housing Fund deposits (calculated over a five year period) may be spent for persons and families of moderate income, and these funds may only be spent on projects in which 49% or more of the units are for low- or very-low families or persons; except that up to another 5% of housing fund deposits can be spent on persons and families of moderate income if it is matched by expenditures on persons and families of extremely-low income.
4. Beginning in 2020, and except for low- and moderate-income housing funds, the Agency will be prohibited from spending tax increment funds in areas that are identified by the proposed amendment as no longer blighted.
5. Beginning in 2020, the Agency may only spend its low- and moderate-income housing funds on housing for low or very-low income households, except that no more than 15% of the money deposited in the low- and moderate-income housing fund may be used for moderate-income housing. Moderate income housing expenditures must be matched by expenditures on housing for extremely low-income persons or families.

The proposed Amendment does not change any of the Redevelopment Plan's established purposes or goals. However, as part of the amendment process, the Agency will adopt a revised and updated Implementation Plan (2003-2008) that adds projects and programs which have been developed out

of the original goals and objectives of the Redevelopment Plan and the changing needs of the community.

The Redevelopment Plan establishes a set of guidelines and provides the Agency with the authority and tools to eliminate conditions of blight by revitalizing and upgrading the commercial and residential properties and public properties/facilities within the Project Area. At the time the Project Area was originally adopted, a major focus of the Redevelopment Agency was to provide the infrastructure necessary to make the area a functioning, modern neighborhood. Over the period from 1970 to 1990, more than \$8 million of tax increment and federal Community Development Block Grant (CDBG) funds were invested in the upgrading and installation of streets, drainage, water, and sewer systems in the area. During the late 1980s, redevelopment efforts began to focus on improving the housing stock and providing community facilities for the area. Since 1991, the Agency's efforts have shifted towards economic development and facilitating and assisting private commercial development, especially along Marysville Boulevard. In 1996, the Agency adopted a five-year investment strategy for Agency activities in the Project Area. That strategy outlined the market conditions in the area, evaluated past Agency projects and programs, and recommended specific strategies for the five-year period.

The proposed Sixth Amendment is intended to remove remaining blight and assist the Agency in continuing efforts to improve the neighborhoods and the economic base of Del Paso Heights. Over the extended life of the redevelopment plan, continuing redevelopment activities could include: increased single family housing development opportunities; removal or rehabilitation of buildings characterized by deterioration and dilapidation, faulty or inadequate utilities, defective design and character of physical construction; elimination of parcels of irregular form, shape or inadequate size which make development problematic; incompatible uses; improvements to the circulation system, streets, sidewalks, curbs, and gutters; upgrading the sewer, storm drain, and water distribution systems; and construction of public facilities.

The Sacramento Housing and Redevelopment Agency, for the Redevelopment Agency of the City of Sacramento (herein called "Agency"), is responsible for the preparation of amendments to the Owner Participation and Preference Rules, the Redevelopment Plan, the environmental documentation, and other materials that document the need for redevelopment and the financial feasibility of amending the redevelopment plan.

3.5.2 GENERAL REDEVELOPMENT AGENCY ACTIVITIES

Redevelopment of the Project Area and implementation of the Redevelopment Plan is intended to eliminate blight and blighting conditions within the Project Area that currently prevent the full and effective use of the land. The Redevelopment Plan authorizes the Agency to undertake in the Project Area over the life of the Plan the redevelopment actions and activities listed below:

- Acquisition of real property (by eminent domain if necessary) as may be needed to carry out the Plan throughout the Project Area
- Management and operation of such property under the ownership and control of the Agency until it is resold
- Relocation of displaced occupants and displaced businesses

- Demolition or removal of buildings and improvements
- Rehabilitation and preservation of buildings and structures
- Installation, construction, expansion, addition, extraordinary maintenance or reconstruction of streets, utilities and other public improvements and public facilities
- Execution of agreements with owners and occupants of property desiring to participate in the project in accordance with the Redevelopment Plan
- Disposition of land to private developers and public agencies for the construction of new improvements in accordance with the Redevelopment Plan
- Redevelopment of land by private enterprise and public agencies for uses in accordance with the Redevelopment Plan
- Rehabilitation, development or construction of very low-, low- and moderate-income housing within the Project Area
- Establishment and retention of controls, restrictions, and covenants running with the land so that property will continue to be used in accordance with the Redevelopment Plan

In addition to the above, the Agency is required to replace, on a one-for-one basis within four years, any very low-, low- and moderate-income housing units destroyed or removed from the market by the proposed project, and to expend 30 percent of all tax increment revenues received from the Project on preserving, improving and increasing the supply of low- and moderate-income housing in the community.

The proposed Redevelopment Plan Sixth Amendment, both by the continued removal of barriers to development and by continued direct assistance, may encourage additional development in residential and commercial sectors, to the extent allowed under the City's General Plan. Potential redevelopment assisted activities include the projects and programs outlined in the revised and updated Implementation Plan (2003-2008), which have been developed out of the original goals and objectives of the Redevelopment Plan and the changing needs of the community.

The greatest amount of new development that may be encouraged by redevelopment activities is anticipated to occur within the Del Paso Nuevo area. The Agency has received an Economic Development Initiative grant and Section 108 loan funds from HUD to assist in the development of the Del Paso Nuevo project. Revitalization of Marysville Boulevard is also considered key to redevelopment efforts. The Marysville Boulevard Urban Design Plan includes an urban design framework and street beautification project. The ultimate goal for the Marysville Boulevard Commercial Area is a complete economic rebirth of the area through the elimination of blighted vacant parcels, improvement of parking facilities and traffic circulation, enhancement of street lighting, improvement of pedestrian connections and crosswalks, creation of public landscaped areas, street beautification, expansion/retention of existing businesses, and recruitment of new businesses. The Marysville Boulevard Urban Design Plan provides a development guidance tool, establishes the feasibility of catalyst projects and consolidates fragmented parcels for future retail expansion, and provides parking, lighting and landscaping improvements at key commercial intersections.

3.5.3 PROPOSED PROJECTS, PUBLIC IMPROVEMENTS AND PUBLIC FACILITIES

The central purpose of a redevelopment project is the elimination of blighting conditions and the overall revitalization of the Project Area. The ongoing redevelopment projects, programs and activities of the Agency, identified in the Redevelopment Plan for the Project Area, include: 1) property owner, tenant and business owner participation; 2) construction, reconstruction, and installation of public improvements and facilities; 3) demolition, clearance and site preparation for the construction of buildings and public improvements; 4) relocation assistance; 5) construction and enhancement of low- and moderate-income housing; 6) property acquisition; 7) property disposition; 8) public and private cooperation; 9) establishment of restrictions and enforcement programs; and 10) other actions as appropriate.

Every five years beginning in 1994, redevelopment agencies throughout the state are required to adopt an implementation plan, which contains the specific goals and objectives of the Agency for the Project Area, the specific programs, including potential projects, and estimated expenditures proposed to be made during the next five years, an explanation of how the goals and objectives, programs, and expenditures will eliminate blight within the Project Area, and a description of how the Agency proposes to address housing needs in the Project Area over the next five- and ten-year period. In order to implement this requirement, the Agency adopted an implementation plan for the Del Paso Heights Redevelopment Area as part of the Agency-wide *2000-2004 Implementation Plan* (adopted January 2000).

As part of the amendment process, the Agency will adopt a revised and updated Implementation Plan (2003-2008) that adds projects and programs which have been developed out of the original goals and objectives of the Redevelopment Plan and the changing needs of the community. Additional activities within each of the projects, programs and activities discussed below have been included in the update, consistent with the goals and objectives of the Amended and Restated Redevelopment Plan.

Redevelopment activities in the Project Area, including public improvements and facilities, will be financed through: tax increment revenues allocated to the Agency pursuant to the Redevelopment Plan; costs borne by private developers; City and County general fund revenues; federal revenue sharing; and any other funding becoming available to the Agency. The Report to the City Council on the proposed Sixth Amendment to the Redevelopment Plan will include detailed explanations of the method of financing and the economics of the project.

PUBLIC IMPROVEMENTS

The Agency will be authorized to plan, design, and construct a variety of improvements to provide assistance for the redevelopment of the Project Area. Subject to applicable CRL requirements, the following improvements are eligible for redevelopment funds pursuant to the amended Redevelopment Plan:

- Repave and/or reconstruct streets
- Construct curbs, gutters, and sidewalks
- Improve drainage

- Improve parking areas, particularly along Marysville Boulevard
- Construct and/or upgrade underground utility lines
- Plant street trees
- Construct and/or upgrade sewer lines
- Construct and/or upgrade water lines
- Improve/install traffic signs and signals, including signal synchronization
- Improve street lighting
- Increase accessibility for emergency vehicles

DEVELOPMENT ASSISTANCE

In order to ensure the financial feasibility of development and rehabilitation projects in the Project Area, the Agency may find it necessary to directly reduce the cost of development or rehabilitation activities. One technique commonly used by redevelopment agencies is the provision of tax exempt financing, which serves to reduce the financing cost of a project. Such incentives may take the form of certificates of participation, lease revenue bonds, industrial development bonds and various forms of tax-exempt notes at various terms.

In assisting with rehabilitation activities, the Agency may establish rehabilitation loan programs, which provide financial assistance at favorable interest rates or with other favorable terms. In some instances, Agency grants may be used to induce rehabilitation activities. Agency loans or grants may also be used to assist with the clean up of hazardous materials.

Agency rehabilitation assistance would be provided only to the extent needed and then only pursuant to an agreement with the property owner or developer to ensure that the rehabilitation work would be completed in accordance with Agency standards.

The types of Agency assistance described above would be the primary tools used to carry out generalized redevelopment activities, such as commercial expansion, industrial renewal, neighborhood improvement, and various types of rehabilitation activities. These activities are needed throughout the Project Area and will be used as necessary in conjunction with owner participation and developer agreements.

Specific commercial projects and programs include:

- Exterior Rebate Program
- Commercial Loan Program
- Developer Assistance Program for direct user incentives such as plans, permits, utility hook-ups, tenant improvement subsidies, etc.
- Rehabilitation and the attraction of new uses in two key areas:
 - Grand/Marysville Town Center Development

- Balsam Street Acquisitions and Development
- Specific industrial projects and programs, including:
 - Developer Assistance Program for direct user incentives such as plans, permits, utility hookups, tenant improvement subsidies, land write-downs, etc..
 - Norwood/I-80 Business Park improvements.
- Specific community/public projects and programs include:
 - New construction of Medical Facility at Nogales and Marysville
 - Establish more neighborhood clean-up days.
 - Marysville Boulevard Urban Design Plan- Phase III – Streetscape Improvements.
 - Rehabilitation and Improvements at Joe Mims Jr./Hagginwood Community Center
 - New Construction of Department of Human Assistance facility at Roanoke and Marysville
 - Continued support of Del Paso Nuevo project
 - Home Ownership Counseling Programs

HOUSING ASSISTANCE

Normally, the CRL requires that the Agency set aside 20% of the tax increment revenues it receives for the purpose of increasing, preserving, or improving low- and moderate-income housing. However, with this type of amendment, the Agency will be required to set aside 30%. Additionally, the Agency must provide replacement housing on a unit for unit basis if any low- or moderate-income housing units are removed from the housing market as a result of the redevelopment program.

Specific housing projects and programs include:

- Home-ownership programs
- Develop focused rehabilitation program in concert with retail and industrial development activities
- Boarded-up and vacant home Improvement Program
- Rio Linda Boulevard Self Help Housing project
- Complete Del Paso Nuevo residential development
- Continue Home Ownership Counseling Program in Del Paso Nuevo Homeownership Zone
- Infill single-family residential housing on vacant residential lots

ADDITIONAL ASSISTANCE

The existing Redevelopment Plan authorizes the following programs and activities:

1. Permitting participation in the redevelopment process by owners and occupants of properties located in the Project Area, consistent with this Plan and rules adopted by the Agency;
2. Acquisition of real property;
3. Management of property under the ownership and control of the Agency;
4. Relocation assistance to displaced occupants of property acquired by the Agency in the Project Area;
5. Demolition or removal of buildings and improvements;
6. Installation, construction, expansion, addition, extraordinary maintenance or re-construction of streets, utilities, and other public facilities and improvements;
7. Disposition of property for uses in accordance with this Plan;
8. Redevelopment of land by private enterprise and public agencies for uses in accordance with this Plan;
9. Rehabilitation of structures and improvements by present owners, their successors, and the Agency;
10. Rehabilitation, development or construction of low and moderate income housing within the Project Area and/or the City; and
11. Providing for the retention of controls and establishment of restrictions or covenants running with the land so that property will continue to be used in accordance with this Plan.

Table 3.0-1 lists projects that are proposed as part of the 2003-2008 Implementation Plan update. These projects are either underway or pending under the current Implementation Plan, or are added projects and programs that have been developed out of the original goals and objectives of the Redevelopment Plan and the changing needs of the community.

**TABLE 3.0-1
ADOPTED AND POSSIBLE IMPLEMENTATION PROJECTS**

PROJECT	<i>Planned/Underway Planned/Available or Possible Future Project</i>	<i>DESCRIPTION</i>
Del Paso Nuevo	Currently Planned/Underway	300 new homes will be built over the course of a ten-year period. (Phase 1 which consists of 54 homes has been completed)
Marysville Opportunity Site (Medical Arts Building)	Currently Planned/Underway	Proposed medical center to serve the Del Paso Heights and North Sacramento communities. The 8,000 s.f. medical center will include medical clinic, medical lab, and administrative offices at the corner of Marysville Blvd. and Nogales St. on .75± acres. The project has been approved by the RAC, and upon Agency approval the Agency-owned land will be conveyed to the private developer for development.

<i>PROJECT</i>	<i>Planned/Underway Planned/Available or Possible Future Project</i>	<i>DESCRIPTION</i>
Community Center Remodeling	Currently Planned/Underway	Potential expansion, remodeling and modernization of the Mims Hagginwood Community Center and the Robertson Community Center.
Norwood I-80 Business Park	Possible Future Project	Various improvements to the Norwood I-80 Business Park, including development assistance and land assemblage.
Department of Human Assistance	Currently Planned/Underway	Facilitate the development of a new County Department of Human Assistance facility in Del Paso Heights.
Opportunity Site: Lot on Marysville Blvd.	Possible Future Project	The Agency is considering the construction of public or private facilities on four parcels totaling 0.4 acres near Marysville and Grand to support the Marysville Corridor in general or the Greater Sacramento Urban League building.
Properties on Rio Linda	Possible Future Project	Acquiring dilapidated multifamily housing units and developing them to remove blight from the Project Area
Town Center Strategy	Currently Planned/Underway	The Town Center Strategy outlines plans for the development and implementation of future development on key sites in order to create a definitive "destination" site. The result of creating a Town Center would be the elimination of blight by addressing obsolete and vacant structures irregularly shaped and inadequately sized lots, and substandard uses and improvements. Furthermore, the redevelopment of this area would result in a focus site within the Project Area that would draw in businesses and consumers from surrounding communities.
Public Improvements	Possible Future Projects	To provide funding for the installation or rehabilitation of public amenities and infrastructure throughout the Project Area. Including, but not limited to curbs, gutters, sidewalks, pedestrian areas, crosswalks, fencing, signage, parking, streets, sewer, and drainage.

Table 3.0-2 lists programs that are proposed as part of the 2003-2008 Implementation Plan update. These programs are either underway or pending under the current Implementation Plan, or are added projects and programs that have been developed out of the original goals and objectives of the Redevelopment Plan and the changing needs of the community.

TABLE 3.0-2
ADOPTED AND POSSIBLE IMPLEMENTATION PROGRAMS

PROGRAM	<i>Planned/Underway Planned/Available or Possible Future Program</i>	<i>DESCRIPTION</i>
Marysville Blvd. Urban Design Planning Implementation	Current (Will have future phases)	Enhance public right-of-way including landscaped medians and corner treatments, street trees and intersection improvements and pavers.
Neighborhood Quality Program	Possible Future Program	Provide the Project Area a means to enhance the quality of life through a comprehensive neighborhood-based approach to improving property management, upgrading property and landscape maintenance, addressing rehabilitation needs and reducing a high incidence of crime.
Partnership Program	Possible Future Program	The Agency would partner with established property and business owners to address issues that affect Del Paso Heights. The Partnership could offer assistance to local brokers, property owners and government officials in the areas of streetscape improvements, economic development and advocacy. The Partnership could act as an informational resource and effective community advocate. The Partnership program pursues the improvement of the streetscape and encourages economic growth in the area. The Partnership program could include the formation of a Property and Business Improvement District (PBID), under which additional funds can be raised for services and programs to enhance designated business districts.
Community Improvement Program	Possible Future Program	The program would provide both residential neighborhoods and commercial corridors with land acquisition, funding, construction and development assistance for community centers, recreation centers, schools, child-care centers, parks, urban design plans, master plans, streetscapes and facility improvements. (North Avenue Elementary, Del Paso Heights Elementary, GUHS, Mims Hagginwood, Robertson, Mama Marks, Gateway, Nuevo, etc.)
Toxics Remediation Program	Currently Planned/Available	Provides various types of assistance including funding to identify contaminated sites and collaborate with other agencies to eliminate or contain toxic contamination and make more property available for development.
Grow Sacramento Fund	Currently Planned/Available	The Grow Sacramento Fund (GSF) provides favorable loans and other assistance to local businesses that want to grow. Loan proceeds may be used for a variety of business purposes, including the acquisition, construction or rehabilitation of a building, leasehold improvements, machinery and equipment, and long-term working capital.

PROGRAM	<i>Planned/Underway Planned/Available or Possible Future Program</i>	<i>DESCRIPTION</i>
Commercial Revitalization Program	Currently Planned/Available	The Commercial Revitalization Program provides local businesses along major commercial corridors (Marysville, Norwood, Rio Linda, Grand, and Business Park) with financial assistance for exterior building improvements. The program improves the appearance and viability of commercial buildings, and complements other public and private investment in Del Paso Heights.
GEO (Youth Education, Entrepreneur Program)	Currently Planned/Available	By combining redevelopment planning and interested youth in the Project Area a unique partnership can be created that utilizes the creativity of area students with real world project planning and development. This joint effort between the Project Area youth and the redevelopment agency allows the agency to receive feedback from the community while teaching the participants about the importance of redevelopment and planning for future support and feedback for future projects in the Project Area.
Property Disposition	Currently Planned/Available	Redevelopment Agencies have the unique ability to acquire land within a Project Area and forge agreements with private entities for the redevelopment of that land without public bidding or competitive processes, provided it contributes to the elimination of blight in that Project Area. In addition the Agency may dispose of acquired land for less than its acquisition cost provided public hearings are held to disclose the terms of the sale.

Table 3.0-3 lists a number of existing and possible future housing programs that also have promise for implementation in the Project Area, and are proposed as part of the 2003-2008 Implementation Plan update.

**TABLE 3.0-3
ADOPTED OR POSSIBLE FUTURE HOUSING PROGRAMS**

PROGRAM	<i>Currently Available or Possible Future Program</i>	<i>DESCRIPTION</i>
Homebuyer Assistance Program	Currently Available Program	The Homebuyer Assistance Program is designed to provide very low, low and moderate-income homebuyers with down payment, closing cost, and mortgage assistance on home purchases in Del Paso Heights.
Boarded and Vacant Program	Currently Available Program	The Boarded and Vacant Homes Program is designed to promote the acquisition and rehabilitation of single-family boarded and vacant homes in Del Paso Heights for sale to owner-occupants. Participating developers receive a

PROGRAM	<i>Currently Available or Possible Future Program</i>	<i>DESCRIPTION</i>
		Developer Fee for resale of qualified homes to qualified homebuyers. Payment of developer fee is provided upon approved completion and sale of home to owner-occupant per executed Owner Participation Agreement.
Vacant Lot Development Program	Currently Available Program	The Vacant Lot Development Program is a program designed to help reduce blight, encourage private development and increase homeownership in Del Paso Heights. The Vacant Lot Development Program will pay SHRA qualified developers a developer's fee for the acquisition of vacant land to construct new single family, owner-occupied homes in Del Paso Heights. The fee is earned when the developer sells to a qualified homebuyer.
Emergency Repair Program	Currently Available Program	The Emergency Repair Program (ERP) is a program designed to provide grants for emergency/health and safety repairs to single family and mobile home owners in Del Paso Heights.
CalHome Owner-Occupied Rehabilitation Program	Currently Available Program	The CalHome Owner-Occupied Rehabilitation loan is a deferred payment home improvement loan designed for low-income homeowners whose homes are in need of repair.
Flexible Property Improvement Loan	Currently Available Program	The Flexible Property Improvement Loan is a home improvement loan designed for low-income homeowners whose homes are in need of repair. It may also be used in conjunction with the acquisition of an owner-occupied residence.
Sacramento Home Works! Program	Currently Available Program	The Sacramento Home Works! Program provides acquisition and rehabilitation financing or refinancing and rehabilitation funds in one transaction.
Multi-Family Housing Lending Program Direct Loan Program	Currently Available Program	SHRA utilizes funding derived from several federal and local sources. These funds are used to make direct loans as gap financing to supplement private equity and debt for acquisition and rehabilitation or new construction of multi-family housing developments.
Investment Home Improvement Program	Currently Available Program	The Investment Property Improvement Loan is designed to provide low-interest financing for acquisition and rehabilitation or rehabilitation of investment property for fewer than 11 units.
Balsam Street Acquisition and Development	Possible Future Program	Acquire properties in the 3700 block of Balsam Street to enhance implementation of the Town Center concept. This program is under study at this point.

Other Redevelopment Activities. The above summary of proposed projects and public improvements may change in the future over the life of the Plan as projects are defined which meet the goals and objectives of the Redevelopment Plan. Other projects may be proposed by the Agency to eliminate blighting conditions, facilitate rehabilitation and development, or to otherwise carry out the Agency's purposes in the Project Area. In addition, the Agency will continue to have

various administrative and operational requirements associated with carrying out the above programs and activities. These will include program staff, conducting planning and other studies, and securing legal and other technical assistance.

3.5.4 VARIATION BETWEEN EXISTING LAND USE AND PROJECT AREA BUILDOUT

Table 3.0-4 summarizes the anticipated increase in residential, commercial and industrial development between existing conditions and the projected land use patterns at full build-out of the Project Area in conformance with the Del Paso Heights Redevelopment Plan. With this build-out scenario it is assumed that the land use patterns will change by 2020 to conform to the area's current zoning. Over the next two decades, with redevelopment the Del Paso Heights area can be expected to add 777 single- and multi-family residential units, 599,000 square feet of industrial development, and 56,000 square feet of retail/commercial development.

Projected acres, dwelling units and square footage of build out development were derived through an analysis of zoned land uses as compared to existing land uses. Non-conforming land uses are assumed to transition to conforming land uses. Existing conforming commercial and industrial land uses will not change use, but will change intensity through new construction or expansion. Existing conforming single-family residential development will not change use, and will not intensify. Multiple family development in single-family zones will not change. Single-family residential uses in multiple family zones will be replaced by multiple family development during the remaining term of the Redevelopment Plan. Commercial development in areas zoned as industrial will transition to industrial. Likewise, residential development in areas zoned for non-residential purposes will transition to the other land use. Public uses will remain as is.

Del Paso Heights Redevelopment Project Area

DIFFERENCE AFTER PLAN BUILD OUT

Land Use Changes	Acres	Dwelling Units	Building Square Feet
Single Family Residential	65.76	397	
Duplex Residential	35.04	306	
Multiple Family Residential	3.29	74	
General Commercial	3.57		92,000
Auto Services Commercial	(3.29)		(36,000)
Industrial	30.24		599,000
Public	0.00		0.00
Institutional	0.00		0.00
Vacant	(134.61)		
Total		777	655,000
Source: GRC Redevelopment Consultants, 2002			

Table 3.0-4

All new residential construction is assumed to be at 6 units per acre for R-1 uses, 12 units per acre for R-2 uses, and 25 units per acre for R-3 uses. Commercial will increase in intensity, with the average floor area ratio increasing from 0.25:1 to 0.30:1. The floor area ratio for industrial development will increase to 0.40:1. These densities and intensities of development are typical of suburban areas dominated by automobile-oriented development along arterial corridors. This general land use pattern is not expected to change significantly in the Project Area.

CHAPTER 4.0

ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

CHAPTER 4.1

LAND USE, ZONING, AND CONSISTENCY WITH ADOPTED PLANS AND POLICIES

4.1 LAND USE/PLANNING

This chapter is intended to provide the reader with information regarding current land use, land use and zoning designations, and land use policies in the City of Sacramento and in the Project Area. This discussion differs from other discussions in that plan consistencies are addressed as opposed to environmental impacts and mitigation measures. Section 15125(d) of the California Environmental Quality Act (CEQA) Guidelines states that "(t)he EIR shall discuss any inconsistencies between the proposed project and applicable general plans and regional plans." This section also looks at whether redevelopment activities consistent with the General Plan would encourage land uses and densities that would be incompatible with adjacent land uses. Physical environmental impacts that could result from the proposed project or from inconsistencies with adopted policies designed to reduce physical effects, are discussed in subsequent chapters in this document.

4.1.1 EXISTING CONDITIONS

BACKGROUND

The Project Area is within the community of Del Paso Heights, a part of the original City of North Sacramento incorporated in 1924 with an estimated population of around 3,000 residents in an area of approximately three-quarters of a square mile. This was a growing community at the time, and the widening of the 16th Street Bridge between Sacramento and North Sacramento in 1934 allowed a greater volume of traffic into the area, promoting considerable new residential development north of the American River. Del Paso Boulevard became one of the most heavily traveled thoroughfares in the Sacramento area, and retail trade and industry flourished along with growth of McClellan Air Force Base. Following World War II the rapid growth of Sacramento led to the further development of the area north of the American River. Many of the residential structures within the Project Area were built between 1945 and 1950.

At the end of the 1940s, Highway 160 was constructed, which diverted traffic from downtown Sacramento around North Sacramento to the south, and then the east, and then out Auburn Boulevard. The hundreds of automobiles that had passed through North Sacramento every day on Del Paso and its businesses were suddenly gone, dramatically altering the direction of growth and prosperity in the area. Del Paso Boulevard, North Sacramento and Del Paso Heights went into a steady state of decline. A 1997 survey of a limited number of homes in West Del Paso Heights showed that of the 60 homes in the survey area, 17 (28%) were built between 1945 and 1950. After that, only two houses were built between 1950 and 1997. Additionally, industries such as Liberty Iron Work and Swanston Meat Packing were closed. Over time, North Sacramento/Del Paso Heights was gradually surrounded by the City of Sacramento owing to its rapid growth and subsequent annexations. In 1964, the City of North Sacramento consolidated with the larger City of Sacramento, and Del Paso Heights became an aging community within this larger city context.

EXISTING LAND USES

The predominant land use in the Project Area is single family residential, with some multiple family development, retail, commercial, and small pockets of industrial (Figure 4.1-1). There are commercial establishments along Marysville, Rio Linda Boulevards and Norwood Avenue, with most of the commercial activity within the Project Area occurring along Marysville Boulevard. Business activities are generally minor in scope, largely comprised of small businesses. Except for

the small Market Basket on Marysville Boulevard, the commercial portions of the Project Area are predominately auto-related. Auto-related businesses make up 40% of the commercial units on Marysville Boulevard. The nearest supermarket, drug store, and credit union are up to five miles away from the center of the Project Area. The average commercially zoned parcel is only 0.31 acre, and the average commercially zoned parcel that is also vacant is only 0.28 acre.

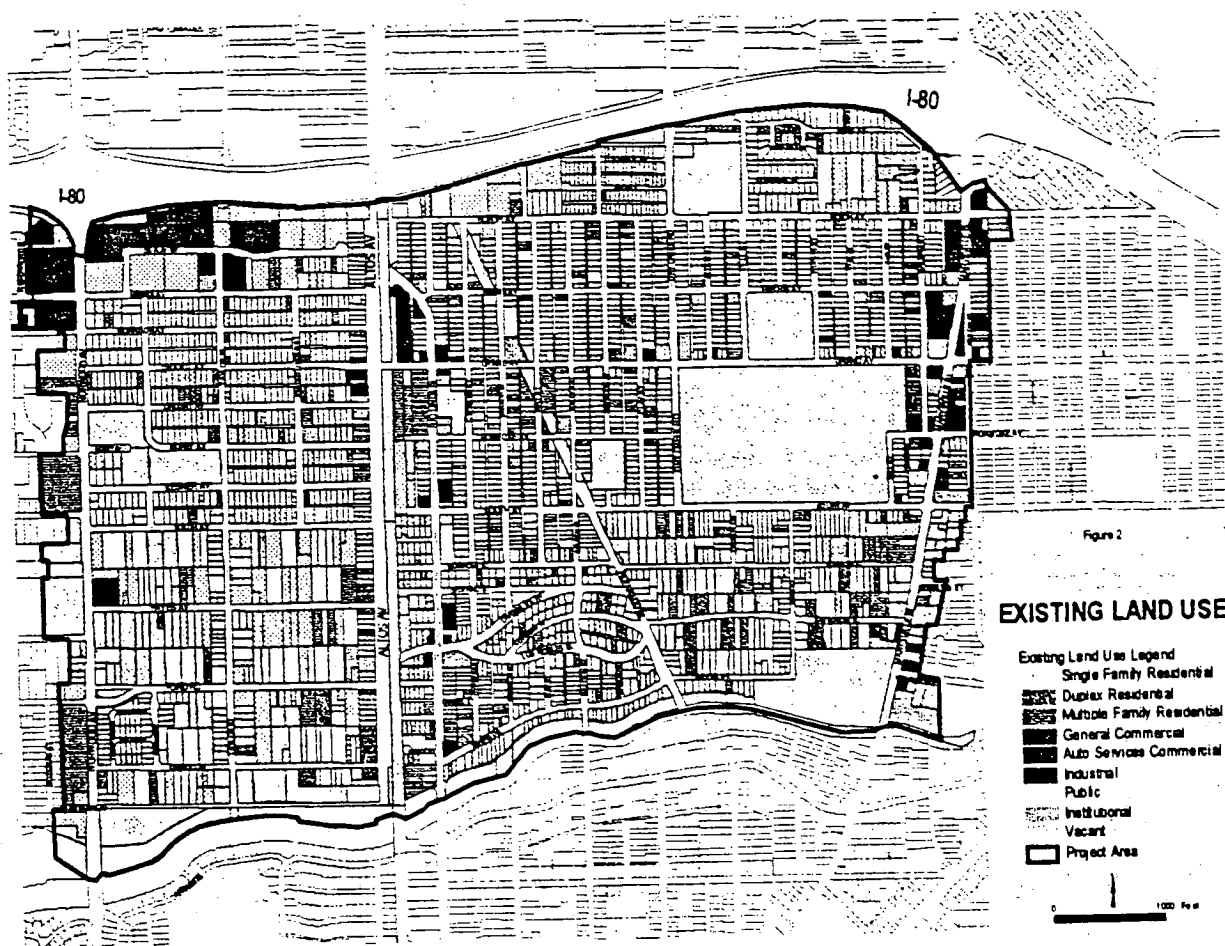


Figure 4.1-1
Existing Land Use

Commercial vacancies in the Project Area are at about 18%, which is about twice the accepted "norm" of 5-10% usually found in businesses areas in California. In addition, there were also 60 residential units observed to be vacant and boarded-up. Nearly all of the residential and commercial vacancies exhibit signs of lengthy abandonment, such as graffiti on or damage to plywood covering doors and windows, dirty structures, and overgrown weeds. These signs indicate that vacancies are a long-term problem and are not just normal turnover.

There are some new public buildings, and a small collection of rather recently constructed office buildings on Marysville Boulevard. The Grant Union High School campus lies within the Project Area, near Marysville Boulevard and Grand Avenue, primarily surrounded by a mixed residential community. Industrial development is concentrated north of Harris Avenue and east of Norwood Avenue at Interstate 80. Table 4.1-1 identifies the existing land uses in the Project Area by acreage, dwelling units and square footages.

Del Paso Heights Redevelopment Project Area

EXISTING LAND USE

Existing Land Use	Parcels	Acres	Dwelling Units	Building Square Feet
Single Family Residential	1,951	347.28	1,939	
Duplex Residential	146	27.90	288	
Multiple Family Residential	104	37.82	2,086	
General Commercial	52	20.85		227,000
Auto Services Commercial	14	3.29		36,000
Industrial	28	16.48		215,000
Public	251	192.30		
Institutional	60	24.20		
Vacant	463	134.61		
Sub-Total	3,069	804.73	4,313	478,000
Streets		233.03		
Total	3,069	1,037.76	4,313	478,000

*Estimated based on standard Floor Area Ratios of 0.25:1 for commercial and 0.30:1 for industrial.
Source: City of Sacramento GIS, 2002; Sacramento County Assessor, 2001; GRC Redevelopment Consultants, 2002

Table 4.1-1
Existing Land Use

General Plan and Community Plan Land Uses

The Sacramento City General Plan and the North Sacramento Community Plan set basic land use policies for the Project Area. As such, they both establish the basic public policy structure for the future land use and development pattern for the Project Area, amongst other policy issues. As shown in Tables 4.1-2 and 4.1-3, projected future public policy for land use in the Project Area foresees no major changes over existing development patterns.

Del Paso Heights Redevelopment Project Area GENERAL PLAN LAND USE		
General Plan Land Use	Parcels	Acres
Low Density Residential 4-15 du/acre	2,438	469.52
Medium Density Residential 16-29 du/acre	337	77.94
High Density Residential 30-du/acre	47	13.14
Community/Neighborhood Commercial	125	39.10
Industrial-Employee Intensive	84	49.58
Parks-Recreation-Open Space	38	85.54
Public/Quasi-Public-Miscellaneous	6	69.91
Sub-Total	3,075	804.73
Streets		233.03
Total	3,075	1,037.76

Source: City of Sacramento GIS, 2002; Sacramento County Assessor, 2001; GRC Redevelopment Consultants, 2002

Table 4.1-2
General Plan Land Use

Existing Zoning Designations

As with existing land use, existing zoning reflects the predominantly single family residential character of the Project Area. Table 4.1-4 describes the zoning in the Project Area.

Del Paso Heights Redevelopment Project Area
COMMUNITY PLAN LAND USE

Community Plan Land Use	Parcels	Acres
Residential 4-8du/acre	2,446	469.91
Residential 7-15du/acre	248	45.51
Residential 11-21du/acre	97	23.91
Residential 11-29 du/acre	43	22.73
Residential 16-29 du/acre	1	0.35
Retail General Commercial	117	36.58
Neighborhood Commercial	6	2.19
Industrial Labor Intensive	71	47.68
Parks/Open Space	40	85.96
General Public Facilities	6	69.91
Sub-Total	3,075	804.73
Streets		233.03
Total	3,075	1,037.76

Source: City of Sacramento GIS, 2002; Sacramento County Assessor, 2001; GRC Redevelopment Consultants, 2002

Table 4.1-3
Community Plan Land Use

Del Paso Heights
Redevelopment Project Area

ZONING

Existing Land Use	Parcels	Acres
R1 - Residential	2,580	622.61
R2 - Residential	242	62.12
R3 - Residential	32	16.01
Commercial	127	37.51
Industrial	82	48.30
Public	12	18.18
Sub-Total	3,075	804.74
Street		233.03
Total	3,075	1,037.76

Source: City of Sacramento GIS, 2002; Sacramento County Assessor, 2001; GRC Redevelopment Consultants, 2002

Table 4.1-4
Zoning

4.1.2 PROJECTED LAND USES – PROJECT AREA BUILDOUT

Table 4.1-5 summarizes the difference between existing land use and the projected land use patterns at full build-out of the Project Area in conformance with the Del Paso Heights Redevelopment Plan. The basic assumption in developing this build-out scenario is that land use patterns will, over the remaining term of the redevelopment plan, change to conform to the area's current zoning, but that there will be no wholesale replacement of existing conforming land uses with other uses at maximum densities. For instance, existing single-family residential development in R-1 zones will remain as is, and will not be replaced by new single-family development at higher densities. With this build-out scenario it is assumed that the land use patterns will change by 2020 to conform to the area's current zoning.

Projected acres, dwelling units and square footage of build-out development were derived through an analysis of zoned land uses as compared to existing land uses. Non-conforming land uses are assumed to transition to conforming land uses. Existing conforming commercial and industrial land uses will not change use, but will change intensity through new construction or expansion. Existing, conforming single-family residential development will not change use, and will not intensify. Multiple family development in single-family zones will not change. Single-family residential uses in multiple family zones will be replaced by multiple family development during the remaining term of the Redevelopment Plan. Commercial development in areas zoned as industrial will transition to

industrial. Likewise, residential development in areas zoned for non-residential purposes will transition to the other land use. Public uses will remain as is.

Del Paso Heights Redevelopment Project Area

REDEVELOPMENT PLAN BUILDOUT (2020)

Existing Land Use	Acres	Dwelling Units	Building Square Feet
Single Family Residential	413.04	2,336	
Duplex Residential	62.94	594	
Multiple Family Residential	41.11	2,160	
General Commercial	24.42		319,000
Auto Services Commercial	-		-
Industrial	46.72		814,000
Public	192.30		
Institutional	24.20		
Vacant	-		
Sub-Total	804.73	5,091	1,133,000
Streets	233.03		
Grand-Total	1,037.76	5,091	1,133,000

Source: GRC Redevelopment Consultants, 2002

Table 4.1-5
Buildout Densities

All new residential construction is assumed to be at 6 units per acre for R-1 uses, 12 units per acre for R-2 uses, and 25 units per acre for R-3 uses. Commercial will increase in intensity, with the average floor area ratio increasing from 0.25:1 to 0.30:1. The floor area ratio for industrial development will increase to 0.40:1. These densities and intensities of development are typical of suburban areas dominated by automobile-oriented development along arterial corridors. This general land use pattern is not expected to change significantly in the Project Area.

4.1.3 APPLICABLE LAND USE DESIGNATIONS AND CONSISTENCY FINDINGS

The proposed project is located within the planning area of several different City plans. The land use designations and policies of each of these plans are discussed below. At the conclusion of this chapter, a finding of consistency indicates whether the project and alternatives are consistent with the adopted plan, and whether the project and alternatives are compatible with surrounding land uses.

GENERAL PLAN

The City of Sacramento General Plan is a twenty-year policy guide for physical, economic, and environmental growth and renewal of the City. The General Plan is comprised of goals, policies, programs and actions that are based on an assessment of current and future needs and available resources; the General Plan's overriding goal is "improving and conserving existing urban development, while at the same time, encouraging and promoting quality growth in expansion areas of the City." The document is the City's principal tool for evaluating public and private projects and municipal service improvements. The current General Plan Update was adopted in January 1988,

and is an update that replaces the previous 1974 General Plan. The General Plan is divided into ten chapters including an overall policy summary, State-mandated and optional elements, and an implementation chapter. The General Plan land use designations for the Project Area are shown on Figure 4.1-2. The goals and policies of the General Plan that apply to the amended Redevelopment Plan are outlined below.

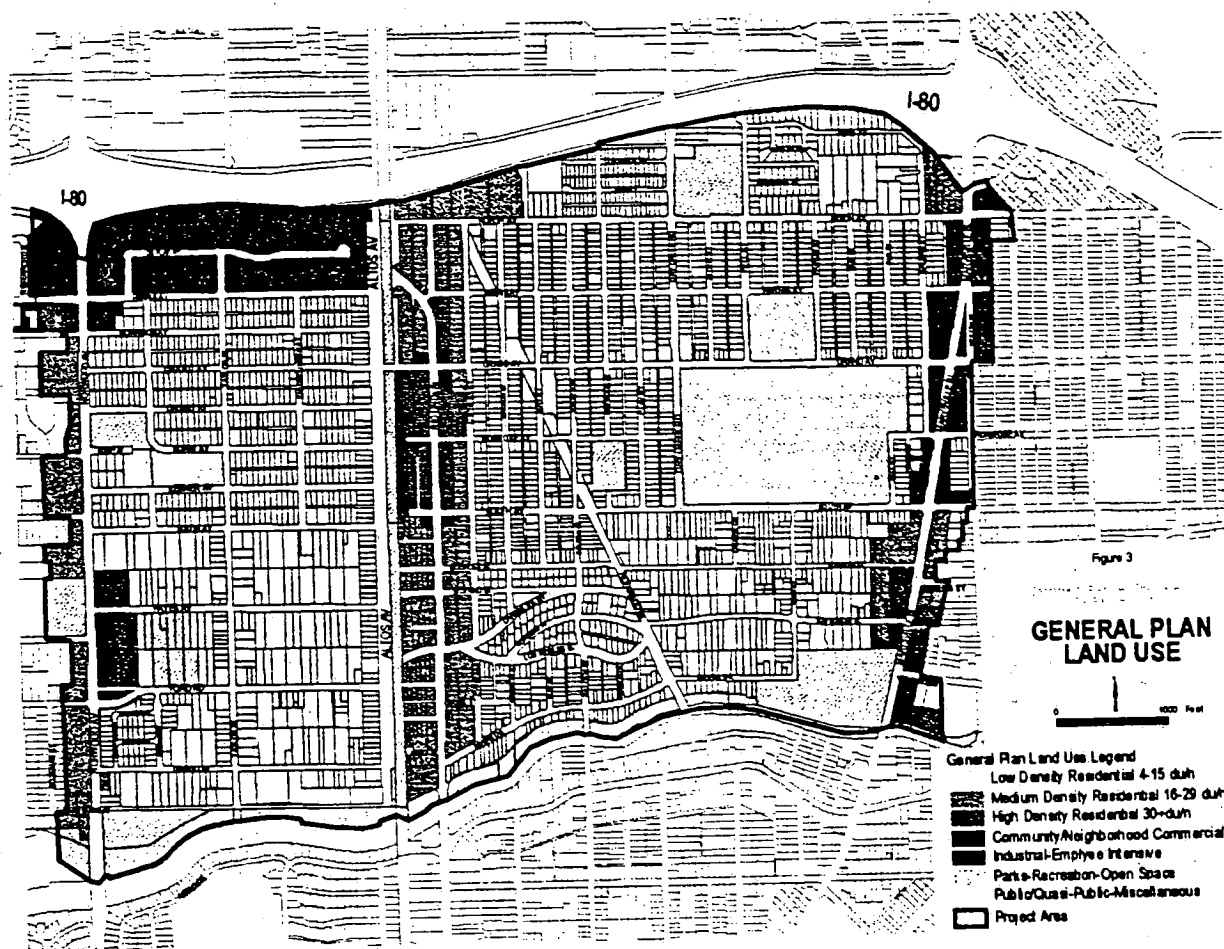


Figure 4.1-2
General Plan Land Use Designations

Section 1: The General Plan for Sacramento

It is the policy of the City:

- ...that adequate quality housing opportunities be provided for all income households and that projected housing needs are accommodated (Policy 1).
- ...to actively promote the continued vitality and diversification of the local economy, and to expand employment opportunities for City residents (Policy 2).
- ...to promote the reuse and rehabilitation of existing urban development as a means to meet projected growth (Policy 5).
- ...to promote an efficient, safe, and balanced transportation system (Policy 8).

Residential Land Use Element

The Residential Land Use Element of the General Plan contains the following overall goals:

Goal A: Maintain and improve the quality and character of residential neighborhoods in the City.

Goal B: Provide affordable housing for all income groups.

Goal C: Meet the fair share regional housing needs for all economic segments within the City.

Housing Element

Goal A – Existing Housing: Maintain and improve the existing housing stock.

- Policy 1: Target housing rehabilitation and preservation programs to those residential neighborhoods most in need of restoration.
- Policy 3: Remove unsafe housing that is beyond the rehabilitation stage.
- Policy 9: Upgrade established neighborhoods experiencing decline in order to preserve existing housing stock.

Goal C – New Housing: Meet new housing needs for all income groups.

Goal D – Provide affordable housing for all income groups.

- Policy 9: Pursue all financial means to obtain affordable housing for the low income.

Commerce and Industry Land Use Element

The Commerce and Industry Land Use Element addresses a broad range of economic activities, facilities, and support systems that constitute Sacramento's economic base. It presents Sacramento's program for fostering economic development and ensuring the continued vitality of the City's commercial and industrial districts. The applicable goals of the Commerce and Industry Land Use Element are as follows:

Neighborhood/Community Commercial and Office Areas

Goal A: Ensure that all areas of the City are adequately served by neighborhood/community shopping districts.

- Policy 2: Promote the rehabilitation and revitalization of existing commercial centers.

Goal B: Promote mixed use development of neighborhood/community commercial districts through new construction and revitalization.

Industrial Employee Intensive Areas

Goal A. Policy 1: Support employee intensive uses where appropriate along transportation corridors... and where community plan and redevelopment goals would be implemented.

ZONING

Zoning is a local jurisdictional land use control that regulates the type and nature of development. Zoning ordinances regulate specific development characteristics, such as building height, bulk, and use, lot coverage, and parking requirements. Pursuant to California state law, zoning regulations must be internally consistent with the General Plan.

The purpose of the City's Zoning Ordinance is to regulate the use of land, building, or other structures for residences, commerce, industry, and other uses required by the community. It regulates the location, height, size of buildings or structures, yards, courts, open spaces, amount of building coverage permitted in each zone, and population density. The Ordinance also divides the City of Sacramento into zones of such shape, size, and number best suited to carry out these regulations, and to provide for their enforcement, and ensure the provision of adequate open space for aesthetic and environmental amenities.

NORTH SACRAMENTO COMMUNITY PLAN

The Project Area is within the boundaries of the North Sacramento Community Plan, a component of the Sacramento General Plan. The North Sacramento Community Plan was adopted on March 13, 1984. The Land Use Element discusses goals and policies that relate to the Project Area, as identified below.

Residential Land Use:

- Goal: Accommodate the growth projected for North Sacramento by the City General Plan in an orderly and efficient manner, one which enhances the existing attractive features of the community.
- Goal: Revitalize and stabilize residential areas showing signs of decline.

Commercial Land Use:

- Provide for a range of commercial uses which meet daily needs and are within convenient access to North Sacramento residents.
- Upgrade commercial areas by eliminating land use conditions that contribute to blight.
- Encourage land uses which will enhance economic vitality of the community.

Industrial Land Use (Labor Intensive)

- Provide area residents, especially the unemployed, with better access to employment opportunities.

DEL PASO NUEVO SPECIAL PLANNING DISTRICT

The Del Paso Nuevo SPD consists of approximately one hundred fifty-four (154) acres, bounded by Norwood Avenue, South Avenue, Altos Avenue, and Arcade Creek, in the southwest portion of the Project Area. The intent of the SPD, given the history, nature and scope of development patterns in the Del Paso Heights area, is to provide special rules to control deep lot and infill development. The SPD guides development towards a cohesive neighborhood that would not otherwise evolve through more typical incremental "piecemeal" development. The City's design review process applies to all new construction projects in the SPD.

The general goals for properties within the Del Paso Nuevo SPD are as follows:

- New development shall incorporate planning principles of "new urbanism" with public and commercial facilities clustered in the neighborhood core, and with residential densities radiating outward from the core.
- Development shall view the neighborhood as a cohesive unit.
- The neighborhood should be compact and pedestrian-oriented, forming identifiable areas that encourage citizens to take responsibility for their maintenance and evolution.
- Building densities and land uses should be designed to encourage transit usage.

MARYSVILLE BOULEVARD URBAN DESIGN PLAN

The Marysville Boulevard Urban Design Plan (UDP) was adopted in 1998 for Marysville Boulevard from Arcade Creek to Interstate 80. The UDP "focuses the needs of a community to improve the outward perception of an existing commercial district." The master planning improvements provides a system of beautification of Marysville Boulevard, including medians, street trees, street furniture, and a signage system to provide a sense of arrival and reduce the perception of blight in the area. Design guidelines are provided to direct the architectural character of new development and the enhancement of façades. The goal is also to enhance the ability to use the corridor as a pedestrian environment and improve RT bus stops.

The UDP also focuses on the Core Area at the intersection of Marysville Boulevard and Grand Avenue. "The focus of the Core Area improvements is to provide a system of targeted street closures and parcel consolidations to allow the core area to flourish in the business environment." Core Area improvements will include lot consolidations and street closures, provide additional off-street parking for businesses and screen them from view from Marysville Boulevard, and all for safe and easy access onto the four quadrants that make up the Core Area.

4.1.4 SUMMARY OF LAND USE CONSISTENCY AND COMPATIBILITY FINDINGS

FINDING 4.1-1 CONSISTENCY WITH ADOPTED PLANS AND POLICIES

City Of Sacramento General Plan

Any public improvements that would occur as a result of the amended Redevelopment Plan are required by California Redevelopment Law to be consistent with the adopted goals and policies of the Sacramento City General Plan. Any public or private sector development that may be encouraged or accommodated by redevelopment activities would also be subject to the applicable

Sacramento City plans, policies, and ordinances, as well as the amended Redevelopment Plan and Agency requirements.

In addition, the amended Redevelopment Plan's requirement that at least 30 percent of tax increment revenues be used for the preservation, rehabilitation and/or construction of very low-, low- and moderate-income housing would help to further the City's goals of providing affordable housing for all income groups. The goals of the amended Redevelopment Plan to eliminate and prevent the spread of blight and deterioration are complementary to the City's goals to maintain and improve the quality and character of residential neighborhoods.

The amended Redevelopment Plan's economic development and business retention goals are consistent with the City's goal to develop a strong, diversified economic base and provide for the orderly distribution of employment opportunities. The economic development and business retention goals are consistent with the City's Commerce and Industry Land Use Element goals of promoting reuse and revitalization of existing developed areas, and promoting new employment opportunities. Therefore, the Redevelopment Plan is **consistent** with the Sacramento City General Plan land uses and policies, and serves as an implementation mechanism for General Plan policies.

Zoning

The amended Redevelopment Plan does not propose new land uses, and any public improvements that would occur as a result of the amended Redevelopment Plan must be consistent with City Code. At present, the intensity of land uses in the Project Area is well below the maximum intensity allowed under existing zoning. Private investment over the life of the amended Plan is expected to result in an intensification of existing uses and in the creation of different types of land uses on parcels where the interim uses do not conform to the current zoning designations. This shift to conforming uses would be **consistent** with the City's zoning code.

North Sacramento Community Plan

Implementation of the amended Redevelopment Plan would meet the North Sacramento Community Plan's goals and policies for the Project Area. The amended Redevelopment Plan would revitalize and stabilize residential areas showing signs of decline, improve commercial corridors and industrial/labor intensive land uses to provide more jobs, and upgrade commercial areas by eliminating land use conditions that contribute to blight. Implementation of the amended Plan would be **consistent** with the goals and policies of the Community Plan.

Del Paso Nuevo Special Planning District

Funding of the improvements outlined in the Del Paso Nuevo SPD is a key project of the amended Plan. Adoption of the amendment to the Redevelopment Plan will allow sufficient funding to meet the goals and objectives of the SPD. Therefore, the amended Redevelopment Plan is **consistent** with the SPD.

Marysville Boulevard Urban Design Plan

Funding of the improvements outlined in the Marysville Urban Design Plan is a key project of the amended Plan. Adoption of the amendment to the Redevelopment Plan will allow sufficient

funding to meet the goals and objectives of the UDP. Therefore, the amended Redevelopment Plan is **consistent** with the Urban Design Plan.

FINDING 4.1-1 COMPATIBILITY OF LAND USES

City Of Sacramento General Plan

Any public improvements that would occur as a result of the amended Redevelopment Plan are required by California Redevelopment Law to be consistent with the adopted land use designations of the Sacramento City General Plan. Any public or private sector development that may be encouraged or accommodated by redevelopment activities would also be subject to the applicable Sacramento City plans, policies, and ordinances, as well as the amended Redevelopment Plan and Agency requirements.

Implementation of the amended Redevelopment Plan would somewhat alter and intensify development of the Project Area. Private investment over the life of the amended Plan is expected to result in an intensification of existing uses and in the creation of different types of land uses on parcels where the interim uses do not conform to the current General Plan and zoning designations. This shift to conforming uses would result in land uses compatible with adjacent uses and the policies of the City.

Zoning

The amended Redevelopment Plan does not propose new land uses, and any public improvements that would occur as a result of the amended Redevelopment Plan must be consistent with City Code. At present, the intensity of land uses in the Project Area is well below the maximum intensity allowed under existing zoning. Private investment over the life of the amended Plan is expected to result in an intensification of existing uses and in the creation of different types of land uses on parcels where the interim uses do not conform to the current zoning designations. This shift to conforming uses would result in land uses compatible with adjacent uses.

North Sacramento Community Plan

Implementation of the amended Redevelopment Plan would meet the North Sacramento Community Plan's goals and policies for the Project Area. The amended Redevelopment Plan would revitalize and stabilize residential areas showing signs of decline, improve commercial corridors and industrial/labor intensive land uses to provide more jobs, and upgrade commercial areas by eliminating land use conditions that contribute to blight. Implementation of the amended Plan would result in land uses that are compatible and consistent with the Community Plan.

Del Paso Nuevo Special Planning District

Funding of the improvements outlined in the Del Paso Nuevo SPD is a key project of the amended Plan. Adoption of the amendment to the Redevelopment Plan will allow sufficient funding to meet the goals and objectives of the SPD. Therefore, adoption of the amended Redevelopment Plan is in furtherance of the SPD and will lead to greater land use compatibility in the Del Paso Nuevo area.

Marysville Boulevard Urban Design Plan

Funding of the improvements outlined in the Marysville Urban Design Plan is a key project of the amended Plan. Adoption of the amendment to the Redevelopment Plan will allow sufficient funding to meet the goals and objectives of the UDP. Therefore, adoption of the amended Redevelopment Plan is in furtherance of the Urban Design Plan and will lead to greater land use compatibility along the Marysville corridor.

4.1.5 REFERENCES – LAND USE, PLANS AND POLICIES

- *Marysville Boulevard Urban Design Plan*, Sacramento Housing and Redevelopment Agency, August 1998.
- *City of Sacramento General Plan*, City of Sacramento, January 19, 1988.
- *City of Sacramento Zoning Code*, City of Sacramento, <http://ordlink.com/codes/sacramento/index.htm>
- *North Sacramento Community Plan*, City of Sacramento, March 13, 1984.

CHAPTER 4.2

TRANSPORTATION/TRAFFIC

4.2 TRANSPORTATION/TRAFFIC

This section describes the transportation setting of the Del Paso Heights Redevelopment Plan 6th Amendment Project Area. The analysis focuses on the segments of the transportation networks that serve as direct or key indirect linkages to the Project Area. Whereas the amended Redevelopment Plan does not directly propose new development but would encourage development consistent with the General Plan by funding incentives, programs and public improvements in the Project Area, this section summarizes data and analyses in the Sacramento City General Plan Update EIR (SGPU EIR) which is incorporated in this EIR by reference.

4.2.1 PROJECT AREA SETTING

The transportation system serving the Project Area includes limited access roadways (freeways); surface street roadways; and public transportation including bus service and commuter rail.

PROJECT AREA ACCESS

Regional access to the Project Area is provided by Interstate 80 (I-80) and Business 80 (Capital City Freeway). I-80 is one of the principal east-west interstate freeways in the United States, serving traffic between San Francisco and New York. I-80 is located along the northern boundary of the Project Area, with three to six lanes in each direction of travel.

Major north/south streets serving the Project Area include Marysville Boulevard, Rio Linda Boulevard, and Norwood Avenue. Marysville Boulevard, a four lane roadway on the eastern boundary of the Redevelopment Area, provides major links to Interstate 80 to the north and to the downtown Sacramento area via Del Paso Boulevard over the American River. Rio Linda Boulevard varies from two to four lanes in width and connects the middle of the Project Area with Del Paso Boulevard to the south. On the western edge of the Project Area, Norwood Avenue also varies in width from two to four lanes and links Interstate 80 with Del Paso Boulevard. Grand Avenue, a two lane roadway, provides the only continuous, east/west travel route through the Project Area.

Other important streets in the Project Area include two lane Taylor Street, Altos Avenue, Belden Street, and Dry Creek Road (north/south roadways) and North Avenue, Harris Avenue, and South Avenue (east/west roadways). The remaining streets within the Project Area are two way, two lane roadways which are predominantly residential in character. Commercial activity is located along Marysville Boulevard, Rio Linda Boulevard, Norwood Avenue, and Grand Avenue, and light industrial activity is located at Norwood and I-80. These streets are best characterized as arterial and collector streets which have mostly commuter and shopping oriented trips.

Although somewhat well served along its perimeter, the Project Area is closed off from the balance of North Sacramento. This is due to the lack of effective corridors; underutilized land adjacent to existing routes; and incoherent internal street patterns. The best example of this is the illogical street continuations which exist for almost all east/west streets when crossing Altos Avenue. Most east/west streets, with the exception of Grand Avenue, jog or terminate their lineal patterns upon intersecting Altos Avenue, thereby preventing a second east/west corridor.

Major signalized intersections in the Project Area are located along Marysville Boulevard, Norwood Avenue, and Grand Avenue. Most of the Project Area intersections are controlled by stop signs or are uncontrolled residential streets.

Some streets in the Project Area are still lacking full street improvements including curbs, gutters, sidewalks, and street lighting. In addition, streets which are not yet dedicated to the city also exist.

EXISTING AND FUTURE TRIP GENERATION – SACRAMENTO GENERAL PLAN

The proposed Redevelopment Plan would implement projects and programs that would encourage development consistent with the General Plan. The City Planning and Building Department expects that the population in the North Sacramento Community Plan area, where the Project Area is located, will grow by 13% between 1998 and 2022 from 49,491 to 56,786 residents.¹

Level of Service

The evaluation of existing roadway conditions focuses on capacity, which reflects the ability of the network to serve the traffic demand and volume. The capacity of a roadway depends primarily on street width, the number of lanes, intersection and access control, and other physical factors. Traffic volumes typically are reported as the daily number of vehicular movements (e.g., passenger vehicles and trucks) in both directions on a segment of roadway, averaged over a full calendar year (AADT) or over a period of less than a year (ADT), and the number of vehicular movement on a road segment during the peak hour. The peak-hour volume on urban arterials typically is approximately 10% of the AADT. These values are useful indicators in determining the magnitude of congestion and other problems.

A level of service (LOS) is a letter designation, ranging from A through F, which describes the range of operating conditions on a particular type of roadway facility. LOS A and B indicate free flow travel, while LOS C indicates stable traffic flow. LOS D indicates the beginning of traffic congestion, while LOS E indicates the nearing of traffic breakdown conditions. LOS F indicates stop-and-go traffic conditions. The City of Sacramento has a current policy to maintain LOS C conditions where possible. This policy is more conservative than other jurisdictions, which may accept LOS D conditions (or LOS E at intersections affected by regional traffic such as freeway ramps).

Vehicle Counts

Vehicle counts were made in the Project Area as a part of the SGPU EIR, based on the 2016 growth projections available at the time. Existing and future daily traffic volumes were determined for major roads within each community plan area. The daily traffic volumes on the existing circulation system were evaluated as to their ability to operate at acceptable levels of service (LOS). Other than the Del Paso Nuevo project, there has been no significant development in the Project Area vicinity since the General Plan was adopted. General Plan buildout is expected to result in average daily traffic on major Project Area roadways as outlined in Table 4.2-1. Level of service under the SGPU buildout assumed construction of the Arden-Garden Connector and the extension of Exposition Boulevard to State Route 160. For comparison purposes, Table 4.2-1 also identifies the most current traffic counts for these road segments provided by the City.

Table 4.2-1
General Plan Average Daily Traffic Projections (Before Mitigation)

Roadway	SGPU 1986 ADT	SGPU LOS	Current Traffic Counts	SGPU 2016 Projected	SGPU 2016 Projected LOS
Norwood Avenue	12,000	C	14,808	25,800	D
Grand Avenue	7,000	A	5,780* 11,660**	9,400	B
Marysville Blvd: Arcade to Grand	27,000	D	21,139	24,300	D
Marysville Blvd: Grand to I-80	16,000	A	18,528	24,700	D
Rio Linda Blvd	11,000	C	8,405	18,900	B
I-80-Norwood to Bus. 80	80,000	C	122,000 ²	170,000	F

Source: SGPU EIR Section Y; *Norwood to Vern; **Balsam to Marysville; City of Sacramento Public Works Department - <http://www.pwsacramento.com/traffic/trafficcounts/index.cfm>

Traffic passing through the Redevelopment Area may contribute the major portion of traffic volumes on some of the most well traveled streets. Traffic volumes on major north/south streets, such as Marysville Boulevard, Rio Linda Boulevard, and Norwood Avenue are heavily influenced by through vehicle trips and are less influenced by traffic generated within the Redevelopment Area. These roadways cross both Interstate 80 and Arcade Creek. The remainder of local streets currently experience traffic volumes within the levels generally expected for a residential street.

Significant adverse traffic impacts were projected on Rio Linda Boulevard, Marysville Boulevard and Norwood Avenue at General Plan buildout. The SGPU estimated that Norwood would carry 25,800 vehicle trips per day at buildout, Rio Linda Boulevard would carry 18,900, and Marysville Boulevard would carry 24,300 vehicle trips per day. Without roadway improvements, the SGPU anticipated LOS D on Norwood as a 2-lane roadway; Norwood has since been widened to four lanes in the Project Area. Rio Linda Boulevard would maintain LOS B and Marysville Boulevard would maintain LOS D. Adopted SGPU mitigation measures have been completed on Norwood and Rio Linda Boulevard. These improvements provide enough capacity on these roadways within the Project Area to accommodate General Plan buildout while maintaining LOS of C or better.

PUBLIC TRANSPORTATION

The baseline public transportation for the Project Area includes bus and commuter rail service. The Sacramento Regional Transit District (RT) is the major transit provider in Sacramento County. RT operates 20.6 miles of light rail and 77 bus routes that provide public mass transit service to 11 communities covering a 418-mile service area, including the Project Area and surrounding communities.

Existing passenger ridership has increased over the past few years with expanded bus services along with regional population and employment growth. Bus route numbers 14 (Norwood), 15 (Rio Linda

Boulevard), 16 (Del Paso Heights-Norwood Neighborhood Ride), 17 (Del Paso Heights-Rio Linda Boulevard Neighborhood Ride), 19 (Rio Linda), and 87 (Howe) provide bus service through the Project Area. These routes provide service along various parts of Grand Avenue, Harris Avenue, Vern Street, Marysville Boulevard, Norwood Avenue and Rio Linda Boulevard. Routes 17 and 87 also connect with the Marconi Arcade light rail station, which provides daily service to downtown Sacramento every 15 minutes from approximately 5:00 a.m. to 11:00 p.m.

Light rail service operates in both directions between the downtown Sacramento area and the Watt Avenue and I-80 terminal, with 2 stations approximately 1.5 miles south and one station 0.5 miles east of the Project Area. In addition, light rail operates between downtown Sacramento and the Mather Field station, east of Sacramento and is currently being expanded to South Sacramento in September 2003, and out to Folsom by 2004.

BIKEWAYS

There are existing bikeways along Norwood Avenue and Altos Avenue, and the 2010 Bikeway Master Plan identifies proposed bikeways along Hayes within the Project Area, and on Morrison Avenue, Western Avenue, Silver Eagle Road and Fairbanks Avenue to the west, and Marysville Boulevard to the east. The Del Paso Nuevo project has constructed a Class II bike lane on either side of the Silver Eagle Road extension providing direct connections to a proposed new transit stop and Robertson Center on Norwood Avenue. This bikeway connects to the rest of the Project Area via Paseo Nuevo. The future development of Silver Eagle Road west of Norwood should provide similar bikeway connections. Del Paso Nuevo also provides a Class III on-street bikeway on Ford Road and a Class III bikeway on South Avenue.

PROGRAMMED IMPROVEMENTS

The City has approved the Marysville Boulevard Urban Design Plan, which includes enhanced public right-of-way improvements including landscaped medians and corner treatments, street and intersection improvements and pavers from Arcade Creek I-80. This work has started and will be continuing under the amended Redevelopment Plan. Most street improvements adopted as part of the Del Paso Nuevo Specific Plan have been completed. Hayes Avenue, Ford Road, Carroll Avenue and the new Paseo Nuevo have been improved with curb, sidewalk, gutter and bike lanes. Taylor Road is also scheduled to be improved with 10-foot travel lanes and seven-foot parking lanes in either direction under the Specific Plan.

The Metropolitan Transportation Plan for 2025 (MTP) developed by the Sacramento Area Council of Governments identifies regional transportation problems and proposed solutions for the counties of Sacramento, Sutter, Yolo, and Yuba and all of the cities therein, and the cities of Lincoln, Rocklin, and Roseville in Placer County. The MTP sets policies to guide transportation decisions, proposes a program of capital, operational, and management improvements needed by 2025 in the region, and recommends a package of revenue increases to fund the proposed program. Interstate 80 through the Project Area is programmed for additional car pool lanes by 2015.

The City adopted a Transportation Programming Guide in 2001, which is a comprehensive document that outlines the City of Sacramento's current and future transportation needs. There are no major street projects identified for the Project Area. The residential area bounded by Morrison

Ave, Harris Ave and I-80 to the north, Rio Linda Blvd to the east, Altos Ave to the south, and the city council district boundary to the West is scheduled for residential street seal maintenance in 2003. The Norwood Avenue from Harris Avenue to I-80 is scheduled for a street overlay in 2003. Norwood Ave (Fairbanks Ave to Grace Ave) is also identified for unspecified streetscape improvements. There are no other projects identified for the Project Area.

4.2.2 ENVIRONMENTAL IMPACTS

METHODOLOGY

Changes in circumstances since the Sacramento General Plan Update EIR (1986) and the Del Paso Heights Redevelopment Plan EIR (1985) were adopted were considered against anticipated traffic conditions in the Project Area. The effect of implementation activities on existing and planned pedestrian and transit services is also analyzed at a programmatic level. Since the Redevelopment Plan does not propose to intensify land uses beyond those planned for in the City General Plan, or to develop specific traffic generating projects in the Project Area, a quantitative analysis of intersection-specific traffic impacts due to amended Redevelopment Plan implementation in the context of this programmatic EIR is not warranted.

THRESHOLDS OF SIGNIFICANCE

Impacts to the roadway system are considered significant if redevelopment activities would result in development that could cause a significant increase in projected average daily traffic volumes over current conditions or beyond those anticipated in the SGPU.

IMPACTS OF THE PROPOSED PROJECT

Impact 4.2-1 Traffic Increases in the Project Area

The Project Area is located in the middle of a built-out, primarily residential area north of downtown Sacramento. Little new development has been occurring within the Project Area and in the surrounding vicinity. New development is occurring in the North Natomas area, but none of the Project Area streets are used as major commuter routes to that area. The static nature of the project vicinity is notable by the number of redevelopment project areas surrounding the Project Area – the North Sacramento Redevelopment Area immediately south, the proposed Northgate Redevelopment Area to the west, the McClellan Air Force Base/Watt Avenue Redevelopment Area to the northeast, and the Auburn Boulevard Redevelopment Area to the east.

The amendment to the Redevelopment Plan is intended to extend the period of time that tax increment can be collected and spent in the Project Area to remove existing barriers to planned growth. Much of the traffic increases identified in the General Plan for Project Area roadways would result from the development of industrial land uses at Norwood and I-80, on the north side of I-80. There are 134 acres of developable infill parcels in the Project Area, which if developed to allowable densities could result in an increase in vehicle trips of up to 28 percent over current conditions.

Interstate 80, located along the northern boundary of the Project Area, is projected to experience significant congestion due to regional growth. The Project Area's contribution to this congestion over the life of the amended Redevelopment Plan would be minor. Mitigation measures were identified and have been implemented on Norwood Avenue and Rio Linda Boulevard that reduce the anticipated cumulative traffic impacts to LOS C or better. However, it was determined that impacts on Marysville Boulevard could not be mitigated without displacing existing uses. The City of Sacramento adopted a Findings of Fact and Statement of Overriding Considerations for the Adoption of the Sacramento General Plan Update for cumulative traffic impacts to Interstate 80 and Marysville Boulevard.

The Amended Redevelopment Plan must be consistent with the City General Plan. The General Plan traffic studies assume total buildout by 2016, and cumulative traffic projections and City capital improvement plans reflect this assumption. Anticipated development within the Project Area with the Project will be less than this buildout projection, thus traffic volumes would be less than those calculated in the General Plan traffic studies. Localized circulation impacts not addressed at the General Plan level would be addressed on a project specific level, and any decreases in level of service related to specific developments will be required to be mitigated consistent with City policy.

The proposed Del Paso Heights Redevelopment Plan 6th Amendment falls within the scope of the SGPU Program EIR and the findings adopted for the City's General Plan Update, and will not result in any significant impacts over and above those previously analyzed in the SGPU EIR.

Mitigation Measures

The proposed 6th Amendment falls within the scope of the SGPU Program EIR and the findings adopted for the City's General Plan Update, and will not result in any significant impacts over and above those previously analyzed in the SGPU EIR. The City monitors roadway conditions and determines when improvements are warranted per City standards and criteria, and includes such improvements in their Capital Improvements Program as appropriate. As site specific development proposals are identified and submitted to the City for permits, the City has procedures and requirements in place to analyze operational impacts and imposed mitigation measures as required. No other mitigation measures are available at the programmatic level.

Significance after Mitigation

The SGPU EIR determined that buildout of the designated land uses would result in significant and unavoidable cumulative impacts on the roadway system in the Project Area. The proposed 6th Amendment would remove barriers to growth and encourage General Plan buildout in the Project Area, and be an indirect contributor to these identified impacts. The impact on transportation remains ***significant and unavoidable***.

Impact 4.2-2 Project Effects on Pedestrian and Transit Access and Operations

Current conditions in the Project Area include unimproved, narrow roadways and unaligned streets. The Implementation Plan includes projects and programs that would improve roads by providing

sidewalks, bike routes and streetscape (including bus stop) improvements to enhance pedestrian access and cyclist safety.

As development occurs in the Project Area, there would be an increased demand for transit and bicycle facilities. Taylor Street, Hayes Avenue, Ford Road, Carroll Avenue and Paseo Nuevo will be improved with 10-foot travel lanes and seven-foot parking lanes in either direction when the Del Paso Nuevo project is complete. In addition, all new commercial and multi-family development in the Project Area will be required to undergo review by the Design Review/Preservation Board to ensure compliance with local zoning and design criteria, and that adequate parking, transit and bicycle facilities are provided.

The Project Area is currently served by several alternative transportation modes. Light Rail Transit runs south and east of the Project Area along Del Paso Boulevard. As noted above under existing conditions, bus routes serving the Project Area include routes 14, 15, 16, 17, 19 and 87. There are existing on-street bikeways along Norwood Avenue, Grand Avenue and Carroll Avenue identified on the 2010 Bikeway Master Plan. The amended Redevelopment Plan will fund completion of the Del Paso Nuevo project, which provides a bikeway on either side of the Silver Eagle Road extension providing direct connections to a proposed new transit stop and Robertson Center on Norwood Avenue. This bikeway connects to the rest of the Project Area via Paseo Nuevo to Ford Road. The future development of Silver Eagle Road west of Norwood should provide similar bikeway connections. DPN would also provide a Class III on-street bikeway on Ford Road South Avenue; Paseo Nuevo.

A bus stop with route sign, bench and shelter will be provided at the northeast corner of the intersection of Silver Eagle Road and Norwood Avenue as a part of Del Paso Nuevo. This transit facility is intended to be at the center of activity of the neighborhood, and is well located less than 1/4 mile from the existing Robertson Center and much of the planned residential, commercial and open space uses within the project. The amended Redevelopment Plan will also implement the Marysville Boulevard Urban Design Plan, which includes medians, street trees, street furniture, and bus shelters at all existing bus stops along Marysville Boulevard to "enhance the ability to use the corridor as a pedestrian environment and improve RT bus stops." None of the proposed enhancements require a level of construction that would alter circulation patterns for a significant period of time.

As development occurs in the Project Area, site design and infrastructure improvement projects will be subject to review by the City's Public Works Department and the Design Review and Preservation Board. All city departments, including fire and police, review the site design to ensure safe and adequate access. The amended Redevelopment Plan would have a *less than significant* impact on pedestrian and cyclist safety, and access to transit facilities.

Mitigation Measures

None required.

4.2.3 REFERENCES – TRANSPORTATION/TRAFFIC

- *McClellan Air Force Base Final Draft Reuse Plan and Draft Implementation Plan Final Supplemental EIR*, County of Sacramento, November 2002.
- *Del Paso Heights Redevelopment Plan 5th Amendment Initial Study/Negative Declaration*, Sacramento Housing and Redevelopment Agency, City of Sacramento, October 1998.
- *Del Paso Heights Redevelopment Plan Amendment Draft Environmental Impact Report*, Sacramento Housing and Redevelopment Agency, City of Sacramento, January 1985.
- *Del Paso Nuevo Project, Environmental Assessment / Initial Study*, City of Sacramento and Sacramento Housing and Redevelopment Agency, February 3, 1998.
- *Draft and Final Environmental Impact Report, City of Sacramento General Plan Update*, City of Sacramento, Draft EIR is dated March 2, 1987 and Final EIR is dated September 30, 1987.
- *Year 2001 Transportation Programming Guide*, City of Sacramento, <http://www.pwsacramento.com/traffic/guide.html>
- Sacramento Regional Transit, Routes and Schedules, http://www.sacrt.com/Service_Info/service_info.html
- *Metropolitan Transportation Plan for 2025*, Sacramento Area Council of Governments, <http://sacog.org/mtp/mtp2025.htm>
- *Sacramento 2010 Bikeway Master Plan*, County and City of Sacramento, http://www.bikewaymap.com/county_directions.html
- *Population and Housing Projections*, Planning and Building Department, Planning Division, <http://www.cityofsacramento.org/planning/geoarea/phdata/nsac.htm>
- *2001 traffic counts*, Caltrans Traffic and Vehicle Data Systems http://www.governmentguide.com/govsite.adp?bread=*Main&url=http%3A//www.governmentguide.com/ams/clickThruRedirect.adp%3F55076483%2C16920155%2Chttp%3A//www.dot.ca.gov/
- *Traffic Counts*, City of Sacramento Public Works Department, <http://www.pwsacramento.com/traffic/trafficcounts/index.cfm#links>

¹ <http://www.cityofsacramento.org/planning/geoarea/phdata/snatomas.htm>

² Caltrans Traffic and Vehicle Data Systems, 2001 traffic counts,

http://www.governmentguide.com/govsite.adp?bread=*Main&url=http%3A//www.governmentguide.com/ams/clickThruRedirect.adp%3F55076483%2C16920155%2Chttp%3A//www.dot.ca.gov/

CHAPTER 4.3

AIR QUALITY

4.3 AIR QUALITY

Potential air quality impacts from the extension of time limits for the Del Paso Heights Redevelopment Project were investigated in the Del Paso Heights Redevelopment Plan EIR and the Sacramento General Plan Update EIR, which are incorporated in this EIR by reference. Further information on existing conditions in the Del Paso Heights area was collected from the State Air Resources Board.

4.3.1 EXISTING CONDITIONS

CLIMATE AND METEOROLOGY

Climate and air quality are determined by the geographic location, topography, and urbanization of an area. This section describes pertinent characteristics of the air basin and provides an overview of the physical conditions affecting pollutant dispersion in the Project Area.

Climate

The Project Area is located in the City of Sacramento, which lies within the Sacramento Valley Air Basin (SVAB). The climate of the SVAB is Mediterranean in character, with mild, rainy winter weather from November through March and warm to hot, dry weather from May through September. The physiographic features giving shape to the SVAB are the Coast Range to the west, the Sierra Nevada to the east, and the Cascade Range to the north. These ranges channel winds through the Sacramento Valley, but also inhibit dispersion of pollutant emissions.

The County is 55 miles northeast of the Carquinez Strait, a sea-level gap between the Coast Range and the Diablo Range. The intervening terrain between Sacramento and the strait is flat. The prevailing wind is from the south, primarily because of marine breezes through the Carquinez Strait. During winter, sea breezes diminish and winds blow from the north more frequently.

Meteorological Influences on Air Quality

Vertical dispersion of air pollutants in the Project Area is often hampered by the presence of a persistent temperature inversion in the atmospheric layers of the earth's surface. The net input of cumulative pollutants into the atmosphere from mobile and stationary sources does not vary substantially by season. The duration of an inversion layer increases the concentration of pollutants in the inversion layer. Strong winds or daytime warming of the surface air layer is required to disperse the pollutants horizontally. During the winter, motor vehicle emissions such as carbon monoxide (CO) and nitrogen dioxide (NO₂) are of concern because of low inversions and stagnant air that prevent them from dispersing. Ozone is less prevalent in the winter due to the lack of intense sunlight needed to produce it from its chemical precursors, volatile organic compounds (VOCs) and oxides of nitrogen (NO_x).

CRITERIA AIR POLLUTANTS

"Air Pollution" is a general term that refers to one or more chemical substances that degrade the quality of the atmosphere. Individual air pollutants may adversely affect human or animal health, reduce visibility, damage property, and reduce the productivity or vigor of crops and natural vegetation.

Seven air pollutants have been identified by the U.S. Environmental Protection Agency (EPA) as being of concern nationwide: carbon monoxide (CO); ozone (O₃); nitrogen dioxide (NO₂); particulate matter sized 10 microns or less (PM₁₀), also called respirable particulate and suspended particulate; fine particulate matter equal to or less than 2.5 microns in size (PM_{2.5}); sulfur dioxide (SO₂); and lead (Pb). These pollutants are collectively referred to as "criteria" pollutants. The sources of these pollutants, their effects on human health and the nation's welfare, and their final deposition in the atmosphere vary considerably.

Ozone (O₃)

O₃ is the principal component of smog, and is formed in the atmosphere through a series of reactions involving reactive organic gases (ROG) and nitrogen oxides (NO_x) in the presence of sunlight. ROG and NO_x are called precursors of O₃; NO_x includes various combinations of nitrogen and oxygen, including NO, NO₂, NO₃, etc. Ozone is a principal cause of lung and eye irritation in the urban environment. Significant O₃ concentrations are normally produced only in the summer, when atmospheric inversions are greatest and temperatures are high. ROG and NO_x emissions are both considered critical in O₃ formation. Control strategies for O₃ have focused on reducing emissions from vehicles, industrial processes using solvents and coatings, and consumer products.

Respirable Particulate Matter (PM₁₀)

Particulate matter includes both liquid and solid particles of a wide range of sizes and composition. While some PM₁₀ comes from automobile exhaust, the principal source in Sacramento County is dust from construction, and from the action of vehicle wheels on paved and unpaved roads. In other areas, agriculture, wind-blown sand, and fireplaces can be important sources. PM₁₀ can cause increased respiratory disease, lung damage, and premature death. Control of PM₁₀ is through the control of dust at construction sites, the cleaning of paved roads, and the wetting or paving of frequently used unpaved roads.

Fine Particulate Matter (PM_{2.5})

The sources, health effects, and control of PM_{2.5} are similar to those of PM₁₀. In 1997, the EPA determined that the health effects of PM_{2.5} were severe enough to warrant an additional standard. The Sacramento Metropolitan Air Quality Management District (SMAQMD) started testing for this constituent in 1999 and 2001.

Carbon Monoxide (CO)

CO is a colorless and odorless gas which, in the urban environment, is associated primarily with the incomplete combustion of fossil fuels in motor vehicles. Relatively high concentrations are typically found near crowded intersections and along heavily used roadways carrying slow-moving traffic. Even under the severest meteorological and traffic conditions, high concentrations of CO are limited to locations within a relatively short distance (300 to 600 feet) of heavily traveled roadways. Overall CO emissions are decreasing as a result of the Federal Motor Vehicle Control Program, which has mandated increasingly lower emission levels for vehicles manufactured since 1973. CO concentrations are typically higher in winter. As a result, California has required the use of oxygenated gasoline in the winter months to reduce CO emissions.

Nitrogen Dioxide (NO₂)

NO₂ is a product of combustion, and is generated in vehicles and in stationary sources, such as power plants and boilers. NO₂ can cause lung damage. As noted above, NO₂ is part of the NO_x family, and is a principal contributor to ozone and smog.

Sulfur Dioxide (SO₂)

SO₂ is a combustion product, with the primary source being power plants and heavy industry that use coal or oil as fuel. SO₂ is also a product of diesel engine combustion. The health effects of SO₂ include lung disease and breathing problems for asthmatics. SO₂ in the atmosphere contributes to the formation of acid rain. In the SVAB, there is relatively little use of coal and oil, and SO₂ is of lesser concern than in many other parts of the country.

Lead (Pb)

Lead is a stable compound which persists and accumulates both in the environment and in animals. The lead used in gasoline anti-knock additives represented a major source of lead emissions to the atmosphere. However, lead emissions have significantly decreased due to the near elimination of the use of leaded gasoline.

REGULATORY SETTING

Air quality in the project vicinity is regulated by several jurisdictions including the EPA, State of California Air Resources Board (CARB), and the SMAQMD. Each jurisdiction develops rules, regulations, policies, and/or goals to attain the goals or directives imposed upon them through legislation. Although EPA regulations may not be superseded, both state and local regulations may be more stringent.

Local air quality management districts have been given authority by the state to manage their own stationary source emissions. The CARB requires that local air quality management districts develop their own strategies for achieving compliance with the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS), but maintains regulatory authority over these strategies, as well as all mobile source emissions throughout the state.

Federal Requirements

The Federal Clean Air Act (42 U.S.C. §§ 7401-7671q) requires the adoption of NAAQS to protect the public health and welfare from the effects of air pollution. Pollutants subject to the NAAQS are referred to as "criteria" pollutants, as discussed above. The federal and state standards for the criteria pollutants and other regulated air pollutants are shown in Table 4.3-1.

State Requirements

The State of California, for purposes of air quality classification, has divided the state into meteorologically and geographically similar areas called air basins. Each air basin is responsible for meeting NAAQS and CAAQS for criteria pollutants and is classified by U.S. EPA and CARB as an attainment or nonattainment area for each pollutant.

Table 4.3-1
National and California Ambient Air Quality Standards

Pollutant	Averaging Time	NAAQS ¹		CAAQS ²
		Primary ³	Secondary ⁴	Concentration ⁵
Ozone (O ₃) ⁶	1 Hour	0.12 ppm (235 µg/ m ³)	Same as Primary Standard	0.09 ppm (180 µg/ m ³)
	8 Hour	0.08 ppm		-
Carbon Monoxide (CO)	8 Hour	9.0 ppm (10 µg/ m ³)	None	9.0 ppm (10 µg/ m ³)
	1 Hour	35 ppm (40 µg/ m ³)		20 ppm (23 µg/ m ³)
Nitrogen Dioxide (NO ₂)	Annual Average	0.053 ppm (100 µg/ m ³)	Same as Primary Standard	-
	1 Hour	-		0.25 ppm (470 µg/ m ³)
Sulfur Dioxide (SO ₂)	Annual Average	80 µg/ m ³ (0.03 ppm)	-	-
	24 Hour	365 µg/ m ³ (0.14 ppm)	-	0.04 ppm (105 µg/ m ³)
	3 Hour	-	1300 µg/ m ³ (0.5 ppm)	-
	1 Hour	-	Same as Primary Standard	0.25 ppm (655 µg/ m ³)
Suspended Particulate Matter (PM ₁₀)	Annual Geometric Mean	-		30 µg/ m ³
	24 Hour	150 µg/ m ³	-	50 µg/ m ³
	Annual Arithmetic Mean	50 µg/ m ³		-
Fine Particulate Matter (PM _{2.5}) ⁶	24 Hour	65 µg/ m ³	Same as Primary Standard	-
	Annual Arithmetic Mean	15 µg/ m ³		-
Lead (Pb)	30 Day Average	-	-	1.5 µg/ m ³
	Calendar Quarter	1.5 µg/ m ³	Same as Primary Standard	-
Hydrogen Sulfide (HS)	1 Hour	No Federal Standards		0.03 ppm (42 µg/ m ³)
Sulfates (SO ₄)	24 Hour			25 µg/ m ³
Visibility Reducing Particles	8 Hour (10 am-6 pm, Pacific Standard Time)			In sufficient amount to produce an extinction coefficient of 0.23 per kilometer due to particles when the relative humidity is less than 70 percent.

Pollutant	Averaging Time	NAAQS ¹		CAAQS ²
		Primary ³	Secondary ⁴	Concentration ⁵

$\mu\text{g}/\text{m}^3$ - micrograms per cubic meter, ppm - parts per million
 Source: California Air Resources Board (CARB) 1999

¹ National Ambient Air Quality Standards (other than O₃, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. The O₃ standard is attained when the fourth highest eight hour concentration in a year, averaged over three years, is equal to or less than the standard. For PM₁₀, the 24-hour standard is attained when 99 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. For PM_{2.5}, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.

² California Ambient Air Quality Standards for O₃, CO (except Lake Tahoe), SO₂ (1 and 24 hours), NO₂, PM₁₀, and visibility reducing particles, are values that are not to be exceeded. All others are not to be equaled or exceeded.

³ National Primary Standards: The levels of air quality necessary, with an adequate margin of safety, to protect the public health.

⁴ National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

⁵ Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 mm of mercury. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 mm of mercury (1,013.2 millibar), and ppm in this table refers to ppm by volume or micromoles of pollutant per mole of gas.

⁶ New federal 8-hour O₃ and fine particulate matter standards were promulgated by EPA on July 18, 1997. The federal 1-hour O₃ standard continues to apply in areas that violated the standard.

The CARB is responsible for enforcing the California Clean Air Act of 1988 (26 California Health and Safety Code [CH&SC] § 10000 et seq.) which established the CAAQS for criteria pollutants as well as additional state standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility reducing particles. These CAAQS are generally more restrictive than the NAAQS.

EXISTING AIR QUALITY MONITORING DATA

The SMAQMD and CARB currently operate air quality monitoring stations throughout the SVAB and Sacramento County. The monitoring station nearest the Project Area is the Del Paso Manor Station. The 1-hour ozone standard and the 24-hour PM₁₀ standard were exceeded during the years of 1997-2001. The federal ozone standards were exceeded a total of 8 days during 1997-2001, while the state standards for ozone were exceeded a total of 61 days at this station. The state standard for PM₁₀ was exceeded from 1997-2001 a total of 15 days, but the federal standard for PM₁₀ was not exceeded during that period (<http://www.arb.ca.gov/adam/welcome.html>). The annual PM_{2.5} Federal standard, a new measurement, was exceeded in 1999, but not in 2001. The standard for CO has not been exceeded since 1990.

EXISTING ATTAINMENT STATUS

EPA and CARB have designated the SVAB as a "severe" nonattainment area for ozone, with special requirements for the attainment of NAAQS. These requirements include use of reasonably available control technology (RACT), vapor recovery on fuel systems, motor vehicle inspection and maintenance programs, emission offsets, transportation control measures, and other reductions in VOCs and NO_x. Ozone attainment must be reached by the year 2005. The region is also classified "moderate" nonattainment area for PM₁₀. The region is designated as an attainment area for SO₂ and NO₂, and a maintenance area for CO.

4.3.2 ENVIRONMENTAL IMPACTS

METHODOLOGY

Redevelopment of the Project Area and implementation of the amended Redevelopment Plan is intended to eliminate blight and blighting conditions within the Project Area that currently prevent the full and effective use of the land, consistent with the General Plan. Impacts of implementing the Del Paso Heights Redevelopment Plan 6th Amendment were evaluated based on anticipated redevelopment actions throughout the effective life of the Plan (2020), including property acquisition; land use change; demolition or rehabilitation of structures; installation of streets, utilities and other public facilities and infrastructure; funding, construction and development assistance for community centers, recreation centers, schools, child-care centers, parks, urban design plans, master plans, streetscapes and facility improvements; construction of small public or private facilities and affordable housing.

The criteria pollutants that are most important for this air quality impact analysis are those that can be traced principally to motor vehicles. Of these pollutants, CO, ROG, NO_x and PM₁₀ are evaluated on a regional or "mesoscale" basis. CO is often analyzed on a localized or "microscale" basis in cases of congested traffic conditions. Although PM₁₀ has very localized effects, there is no EPA approved methodology to evaluate microscale impacts of PM₁₀. Methods for analysis of PM_{2.5} are anticipated within the next few years, as implementation of the new standard progresses.

Short-term air quality impacts during construction and long-term impacts during operation were considered, including intermittent demolition/construction-related impacts from fugitive dust (PM₁₀) and mobile or stationary construction equipment emissions, and construction and vehicular emissions. The specific location and intensity of the development which could cause such impacts over the extended period of the Redevelopment Plan amendment is for the most part unknown, except that all development must be consistent with the General Plan. Air quality impacts in this section are therefore based upon General Plan analyses.

THRESHOLDS OF SIGNIFICANCE

Significance criteria are the basis for determining whether the extension of the Redevelopment Plan would result in significant short-term or long-term impacts to local and regional air quality conditions. The direct and indirect emissions from implementation of the proposed project would be significant if they would meet or exceed the SMAQMD thresholds, as shown in Table 4.3-2. The SMAQMD also sets qualitative emission thresholds. The qualitative emission thresholds are used as screening criteria to indicate the need for further analysis involving other air quality issues, such as hazardous and toxic emissions. Qualitative emissions thresholds are applied primarily during the long-term operational aspects of a proposed project. Listed below are the SMAQMD qualitative emission thresholds:

- Potential to create or be near an objectionable odor;
- Potential for accidental release of toxic air emissions or acutely hazardous material;
- Potential to emit toxic air contaminants regulated by the SMAQMD or on a federal or state air toxic list;
- Burning of hazardous, medical, or municipal waste at waste-to-energy facilities;

- Potential to produce a substantial amount of wastewater or potential for toxic discharge;
- Sensitive receptors located within 0.25 mile of toxic air emissions or near CO hotspots; and
- Carcinogenic or air toxic contaminant emissions that exceed or contribute to an exceedance of the SMAQMD's action level for cancer (1 in 1 million), chronic (1), and acute (1) risks.

**Table 4.3-2
SMAQMD CEQA Air Quality Significance Criteria**

CRITERIA APPROVED MARCH 28, 2002						
Mass Emission Thresholds						
Project Type	Ozone Precursor Emissions					
	Pounds per day			Tons per year¹		
	ROG	NO_x		ROG	NO_x	
Short-term effects – Construction	None	85		None	15.5	
Long-Term effects - Operation	65	65		11.9	11.9	
Emission Concentration Thresholds						
California Ambient Air Quality Standards (CAAQS). The CAAQS significance criteria are applied to all phases of a project in addition to the above mass emission thresholds.						
Substantial Concentration Threshold						
A project is considered to contribute substantially to an existing or projected violation of a CAAQS if it emits pollutants at a level equal to or greater than five (5) percent of the CAAQS.						
CRITERIA IN EFFECT PRIOR TO MARCH 28, 2002						
Phase One Construction-Grading; Phase Two construction-Roads, Facilities and Structures; Operations-Long-term	Pounds per day			Tons per year		
	ROG	NO_x	PM₁₀	ROG	NO_x	PM₁₀
	85	85	275	15.5	15.5	50.2
Note: The revised criteria/thresholds became effective on March 28, 2002. To allow a reasonable transition to the revised criteria/thresholds, agencies may apply either the previous or revised criteria/thresholds for CEQA determinations made prior to May 17, 2002.						
Source: SMAQMD 2002. 1 – Thresholds promulgated in pounds per day; the tons per year equivalent are shown for convenience in comparing thresholds to project-related emissions.						

The SMAQMD has also determined development projects are considered cumulatively significant if:

- The project requires a change in the existing land use designation (i.e., general plan amendment, rezone), and
- Projected emissions (ROG, NO_x, or PM₁₀) of the proposed project are greater than the emissions anticipated for the site if developed under the existing land use designation.

IMPACTS OF THE PROPOSED PROJECT

Impact 4.3-1: Short-Term Construction Increases in Regional Criteria Pollutants

With future development and infrastructure construction in the Project Area, air pollutants would be emitted by construction equipment, and fugitive dust would be generated during interior grading and

site preparation. Construction activities are regulated by the City and the SMAQMD. Construction in the Project Area over the life of the Redevelopment Plan will include demolition of some structures and grading preparation for all new construction. PM₁₀ emissions in the form of fugitive dust would vary from day to day, depending on the level and type of construction activity (demolition and grading), silt content of the soil, and prevailing weather. Emissions from construction equipment (i.e., graders, backhoes, haul trucks etc.) would generate PM₁₀, NO_x, and ROG emissions.

The largest source of construction-related PM₁₀ emissions would be associated with the demolition of existing structures as properties are recycled. Demolition activities are required to conform to the rules and guidelines outlined in the SMAQMD Rule 403 concerning fugitive dust associated with construction activities, including demolition. Rule 403 requires the application of water or chemicals for the control of fugitive dust associated with demolition, clearing of land, construction of roadways, and any other construction operation that may potentially generate dust, including the stockpiling of dust-producing materials. Although PM₁₀ emissions associated with demolition can be quite large, these emissions will be reduced by Rule 403, and will take place over a very short period of time.

The SMAQMD significance criteria that became effective in March 2002 (Table 4.3-1) have no quantitative emissions threshold for PM₁₀. The previous criteria included a PM₁₀ emissions threshold of 275 pounds per day. The current criteria state that a project would have a significant impact if it would emit pollutants at a level equal to or greater than five percent of the CAAQS if there were an existing or projected violation. The Project Area is a state nonattainment area for PM₁₀. The SMAQMD has not published guidance for relating project PM₁₀ emissions to the CAAQS; therefore, evaluation of potential redevelopment related PM₁₀ emissions for significance relative to the CAAQS is not done.

The region is currently non-attainment for PM₁₀, with regular and frequent violations of the 24-hour State standard occurring over the past five years, and the State 24-hour PM₁₀ standard is sometimes exceeded in the vicinity of construction sites during construction. Air pollution-sensitive land uses and activities adjacent to construction sites may also be exposed more frequently to ambient dust concentrations that exceed the ambient standards. In order to reduce construction-phase dust emissions, standard dust abatement measures are routinely required by the City as a part of the development permit process. Such measures typically include watering all construction sites as necessary to reduce dust emissions, covering stockpiles and haul trucks, sweeping dirt from paved surfaces, and suspending earthmoving activities on very windy days. These standard measures reduce the severity of this impact to a less than significant level.

Ambient pollutant concentrations from combustion emissions of construction equipment would also increase from implementation of the amended Redevelopment Plan, as infrastructure is constructed and new development occurs over time in the Project Area. The SMAQMD significance criteria that became effective in March 2002 (Table 4.3-1) have a quantitative emissions threshold for NO_x but not for ROG. The City of Sacramento and the SMAQMD require assessment of all construction operations on a case by case basis, and mitigation where warranted.

All anticipated redevelopment actions, and growth within the Project Area as a result of redevelopment activities, would be consistent with the General Plan land uses and subject to project by project permitting and mitigation consistent with City and SMAQMD requirements. When the

specifications and timing of individual redevelopment projects are known, construction emissions will be assessed against the criteria and standards applicable at the time of construction. The SMAQMD provides a list of development types that typically trigger their significance criteria.¹ These include single family developments of 340 or more units, apartment complexes of 500 or more units, industrial parks of 465,000 s.f. or more, or shopping centers of 30,000 s.f. or more. Because of the small scale of the anticipated redevelopment engendered development in the Project Area, based on parcel sizes, zoning and the nature of the projects and programs identified in the Implementation Plan, no projects of this size are anticipated within the Project Area, thus short-term increases in regional criteria pollutants would be *less than significant*.

Mitigation Measure

None required. Individual development projects, as they are defined over the life of the Redevelopment Plan, will be submitted to the City for various entitlements and for compliance with current air quality criteria during project review. Compliance with mandatory federal, State, and local requirements is required by the City. In addition to compliance with all other applicable SMAQMD rules and regulations, the City requires mitigation measures be implemented for projects of substantial size characterized by a construction area of five acres or more and/or 250,000 square feet or more of non-residential development or 200 housing units or more, which would reduce potential short-term construction emissions. Recommended mitigation measures are updated regularly by the SMAQMD, based on the latest science and current conditions.

Impact 4.3-2: Project Specific Long-Term Increases in Regional Criteria Pollutants.

In addition to construction-related emissions, the total emissions include mobile sources, non-permitted stationary or "area" sources, and permitted stationary devices. Project Area population and employment increases would generate vehicular trips and air pollutant emissions, consistent with those anticipated in the General Plan. Trip generation rates would vary by land use. Commuting vehicles and on-site motor vehicles/mobile equipment would represent the greatest proportion of emission sources in the Project Area.

The amended Redevelopment Plan would remove barriers to General Plan growth in the Project Area, which at buildout could add an additional 777 residential units, 599,000 square feet of industrial development, and 56,000 square feet of retail/commercial development on 3.57 acres over the next 18 years to 2020. That would be an average construction activity of less than 43 dwelling units on less than 6 acres, 33,300 s.f. industrial development on less than 2 acres, and 2,000 s.f. recycled commercial development per year. The SMAQMD requires site-specific potential air quality impacts be assessed and mitigated to the extent feasible at the project level, as new development is proposed over time in the Project Area.

The SMAQMD regulates air quality in the Project Area through its permit authority over most types of stationary emission sources and through its planning and review activities. The land use and transportation patterns established through the City General Plan, as well as state, federal, and regional regulations and transportation systems, determine to a large extent the severity and location of mobile source air quality impacts. The scale, and timing, of individual projects will determine the need for mitigation measures. When the specifications and timing of individual redevelopment projects are

known, long term emissions will be assessed against the criteria and standards applicable at the time of development.

The SMAQMD provides a list of development types that typically trigger their significance criteria. These include single family developments of 340 or more units, apartment complexes of 500 or more units, industrial parks of 465,000 s.f. or more, or shopping centers of 30,000 s.f. or more. Because of the small scale of the anticipated redevelopment engendered development in the Project Area, based on parcel sizes, zoning and the nature of the projects and programs identified in the Implementation Plan, no projects of this size are anticipated within the Project Area, thus project specific increases in regional criteria pollutants would be *less than significant*.

Mitigation Measure

None required. Individual development projects, as they are defined over the life of the Redevelopment Plan, will be submitted to the City for various entitlements and for compliance with current air quality criteria during project review. Compliance with mandatory federal, State, and local requirements (including those of the SMAQMD, the City's Trip Reduction Ordinance; In-Lieu Parking Ordinance; Bicycle Parking Facilities Ordinance; Infill Incentives Program; and several adopted programs and policies to mitigate air quality impacts, primarily by promoting public transit and other alternatives to automobile travel) is required by the City. Recommended mitigation measures are updated regularly by the SMAQMD, based on the latest science and current conditions.

Impact 4.3-3: Potential to Violate the SMAQMD's Qualitative Emission Thresholds

Large industrial facilities tend to have the most potential for resulting in odors or the release of air toxic contaminant emissions. The Del Paso Heights Project Area is characterized primarily by residential and commercial land uses. The Project Area has approximately 48 acres of land designated Industrial Labor Intensive, of which approximately 18 acres are currently developed. This land use does not support the heavy industrial activities that generate significant contaminants. Implementation of the amended Redevelopment Plan is not anticipated to result in significant odors impacts to local climate and meteorological conditions, or subject sensitive receptors to significant concentrations of harmful pollutants. This impact would be *less than significant*.

Mitigation Measure

None required.

Impact 4.3-4: Cumulative Air Emissions

The proposed Redevelopment Plan would remove barriers to efficient in-fill development close to the downtown core and in an area well served by buses and light rail transit. The amended Redevelopment Plan would remove barriers to General Plan growth in the Project Area, which at buildout could add an additional 777 residential units, 599,000 square feet of industrial development, and 56,000 square feet of retail/commercial development on 3.57 acres over the next 18 years to 2020. The timing, location and extent of this potential development is unknown at this time.

Project Area population and employment increases would generate vehicular trips and air pollutant emissions consistent with those anticipated in the General Plan. As discussed in Transportation Section 4.2, no changes in circumstances resulting in an increase in projected vehicle trips in the Project Area has occurred since adoption of the General Plan Update. Trip generation rates would vary by land use, but would not result in emissions that would exceed those anticipated in the SGPU. Furthermore, population projections, traffic levels and the actual average density of projects anticipated for future development within the Project Area are now less than those previously projected for General Plan buildout during the SGPU analysis.

As described in the Land Use Section 4.1 of this EIR, the Del Paso Heights Redevelopment Plan 6th Amendment is fully consistent with the City of Sacramento General Plan, North Sacramento Community Plan, and zoning code. No development beyond that already provided for in the City land use plans will occur. The regional air quality plan is based on growth projections developed for the region on the basis of land use plans of local jurisdictions, including the City of Sacramento, and other information. Since the 6th Amendment is fully consistent with the City of Sacramento plans, it is also consistent with the regional air quality management plans. Whereas growth in the Project Area must be consistent with adopted plans, implementation of the Redevelopment Plan would not result in cumulative emissions beyond those planned for by the SMAQMD in their attainment date projections. Cumulative emissions would be less than significant.

Mitigation Measure

None required.

References and Notes

¹ *Air Quality Thresholds of Significance*, Sacramento Metropolitan Air Quality Maintenance District, Table A-4, 1994.

CHAPTER 4.4

NOISE

4.4 NOISE

This section discusses baseline noise conditions and noise impacts resulting from implementation of the Del Paso Heights Redevelopment Plan 6th Amendment. Mitigation measures are recommended to reduce potentially significant project impacts. This section also presents a discussion of noise fundamentals, the existing noise environment in the project vicinity, and applicable federal, state and local noise regulations.

4.4.1 SETTING

Noise is defined as unwanted sound. Sound, traveling in the form of waves from a source, exerts a sound pressure level (referred to as sound level) which is measured in decibels (dB), with zero dB corresponding roughly to the threshold of human hearing.

Environmental noise is typically measured in A-weighted decibels (dBA). A dBA is a decibel corrected for the variation in frequency response of the typical human ear at commonly encountered noise levels. In general, A-weighting of environmental sound consists of evaluating all of the frequencies of a sound, taking into account the fact that human hearing is less sensitive at low frequencies and extremely high frequencies than in the frequency mid-range (much like a bell shaped curve - an A-weighted curve). In practice, the level of a sound source is measured using a sound level meter that includes an electrical filter corresponding to the A-weighting curve.

The decibel scale is logarithmic, not linear. In other words, two sound levels 10 dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic decibel is A-weighted, an increase of 10 dBA is generally perceived as a doubling in loudness. For example, a 70 dBA sound is half as loud as an 80 dBA sound, and twice as loud as a 60 dBA sound.

Environmental noise within an urbanized area typically fluctuates over time. Table 4.4-1 lists several examples of the noise levels associated with common situations. This time-varying characteristic of environmental noise is described using statistical noise descriptors. Descriptors used include Leq, L_{dn}, CNEL, L₅₀, and L_{max} and are described below. These statistical noise descriptors are often used in noise policies and regulations in order to set limits on environmental noise.

Leq: the average A-weighted noise level measured over a given period of time

L_{dn}: 24-hour day and night noise measurement which accounts for the greater sensitivity of most people to nighttime noise by weighting noise levels at night ("penalizing" nighttime noises). Noise between 10:00 p.m. and 7:00 a.m. is weighted (penalized) by adding 10 dBA to take into account the greater annoyance of nighttime noises.
CNEL: (Community Noise Equivalent Level): 24-hour day and night noise measurement which adds a 5 dBA "penalty" for the evening hours between 7:00 p.m. and 10:00 p.m. and a 10 dBA penalty for noise between 10:00 p.m. and 7:00 a.m.

L₅₀: the A-weighted noise level that is equaled or exceeded 50 percent of the stated time period.

L_{max}: the A-weighted maximum noise level for a given period of time.

**Table 4.4-1
Typical Noise Levels**

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	--110--	Rock Band
Jet Fly-over at 300 m (1,000 ft)	--100--	
Gas Lawn Mower at 1 m (3 ft)	--90--	
Diesel Truck at 15 m (50 ft), at 80 km/hr (50 mph)	--80--	Food Blender at 1 m (3 ft) Garbage Disposal at 1 m (3 ft)
Noisy Urban Area, Daytime Gas Lawn Mower, 30 m (100 ft)	--70--	Vacuum Cleaner at 3 m (10 ft)
Commercial Area Heavy Traffic at 90 m (300 ft)	--60--	Normal Speech at 1 m (3 ft)
Quiet Urban Daytime	--50--	Large Business Office Dishwasher in Next Room
Quiet Urban Nighttime	--40--	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime	--30--	Library
Quiet Rural Nighttime	--20--	Bedroom at Night, Concert Hall (Background)
	--10--	Broadcast/Recording Studio
Lowest Threshold of Human Hearing	--0--	Lowest Threshold of Human Hearing

Source: Caltrans, Technical Noise Supplement, Traffic Noise Analysis Protocol.
October 1998.

EFFECTS OF NOISE ON PEOPLE

The effects of noise on people can be placed in three categories:

- Subjective effects of annoyance, nuisance, dissatisfaction
- Interference with activities such as speech, sleep, learning
- Physiological effects such as hearing loss or sudden startling

Environmental noise typically produces effects in the first two categories. Workers in industrial plants can experience noise in the last category. There is no completely satisfactory way to measure the subjective effects of noise, or the corresponding reactions of annoyance and dissatisfaction. A wide variation in individual thresholds of annoyance exists, and different tolerances to noise tend to develop based on an individual's past experiences with noise.

Thus, an important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted: the so-called "ambient noise" level. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will be judged by those hearing it. With regard to increases in A-weighted noise level, the following relationships occur:

- Except in carefully controlled laboratory experiments, a change of 1 dBA cannot be perceived;
- Outside of the laboratory, a 3 dBA change is considered a just-perceivable difference;
- A change in level of at least 5 dBA is required before any noticeable change in human response would be expected; and
- A 10 dBA change is subjectively heard as approximately a doubling in loudness, and can cause adverse response.

Stationary point sources of noise, including stationary mobile sources such as idling vehicles, attenuate (lessen) at a rate of 6 to 9 dBA per doubling of distance from the source, depending on environmental conditions (i.e. atmospheric conditions and either vegetative or manufactured noise barriers, etc.). Widely distributed noises, such as a large industrial facility spread over many acres, or a street with moving vehicles, would typically attenuate at a lower rate.

EXISTING NOISE SOURCES

The major sources of noise in the Project Area include aircraft operations from nearby McClellan Field and surface traffic on local streets and highways. Stationary noise sources, such as activity at industrial and commercial facilities, also contribute to the existing noise environment.

Aircraft

Aircraft noise in the Project Area occurs during aircraft engine warm-up, maintenance and testing, taxiing, takeoffs, approaches, and landings. Noise contours are modeled using information on aircraft types; runway use; run up locations; takeoff and landing flight tracks; aircraft altitude, speeds, and engine power settings; and number of daytime, evening, and nighttime operations. Baseline (1996) aircraft noise contours were accepted for the McClellan Air Field by the Airport Land Use Commission for the Sacramento Region, and are part of the adopted McClellan Comprehensive Land Use Plan used by the City. Approximately half of the Project Area is within the 65, 70 and 75 dBA-CNEL noise contours for McClellan Air Force Base, although most of the military use of the air field stopped by 2001. The baseline aircraft noise level exceeds the 65-dBA CNEL threshold for noise-land use compatibility, indicating that the receptors in those areas had previously been adversely affected by aircraft noise. However, new noise contours identified for the McClellan Final Draft Reuse Plan show that the Project Area is no longer within the current and projected noise contours for McClellan Field.

Surface Traffic

Noise levels attributable to existing and future roadway surface traffic in the Project Area were analyzed in the Sacramento General Plan Update EIR (SGPU EIR). Major roadways considered include Interstate 80, Marysville Boulevard, Rio Linda Boulevard, Grand Avenue and Norwood Avenue. The City monitored existing ambient noise for Del Paso Heights surface streets at a

normalized distance of 75 feet from the center of the roadway (SGPU Exhibit AA-11). The 1986 noise levels monitored were identified as 66-67 dBA on Norwood Avenue, 63-64 dBA on Rio Linda Boulevard, 65-67 dBA on Marysville Boulevard, and 59-61 dBA on Grand Avenue. Projected noise levels under the SGPU were identified as 68-70 dBA on Norwood Avenue, 67-69 dBA on Rio Linda Boulevard, 67-69 dBA on Marysville Boulevard, and 62-63 dBA on Grand Avenue at General Plan buildout, based on anticipated 2016 traffic volumes.

I-80 from Norwood to Marysville Boulevard was measured at 74 Ldn at 150 feet from the centerline, with an anticipated increase to 77 Ldn under General Plan buildout conditions (SGPU Exhibit AA-6). The recent noise analysis in the McClellan Air Force Base Draft Final Reuse Plan EIR identified similar conditions, with an 80 dBA CNEL value at 100 feet on the I-80 segment just east of the Project Area, indicating that traffic volumes and noise levels along I-80 may already exceed SGPU projections for the Project Area.

Most of the Project Area north of Grand Avenue was within the 1986 60 dB contour of I-80 (SGPU Exhibit AA-47, page 1 of 3), and this area may now be experiencing significantly higher noise levels. The calculated noise exposure along the freeway and city streets depicts the actual exterior noise environment within ± 2 dB at typical building setbacks. The Ldn at greater distances from these roads decreases at a rate of 3-4.5 dB per doubling of distance from the source due to increased distance alone. Additionally, the shielding provided by intervening buildings and terrain changes can further reduce noise levels. A typical row of homes, for example, will reduce noise levels by 5-8 dB, depending upon the spacing between the buildings. A relatively solid row of commercial buildings will reduce noise levels by about 15 dB.

Where existing residences, schools, or other noise-sensitive uses are located along Norwood, Marysville Boulevard and I-80, the SGPU baseline traffic noise level exceeded the 65-dBA CNEL threshold for noise-land use compatibility, indicating that the receptors in those areas are adversely affected by traffic noise under existing conditions.

Stationary Sources

There are no substantial fixed or stationary sources of noise located in the project area. Stationary sources of noises such as ventilating equipment, pumps, and compressors; light industrial manufacturing facilities; auto dismantlers; automotive repair facilities; outdoor recreation facilities; and heating, ventilating, and air conditioning equipment are located throughout the Project Area but do not generate substantial noise.

SURROUNDING LAND USES AND RECEPTORS

Noise sensitive receptors are generally considered to be human activities of land uses that may be subject to the stress of significant interference from noise. Land uses often associated with sensitive receptors generally include residences, schools, libraries, hospitals, and passive recreational areas. Sensitive noise receptors may also include threatened or endangered noise sensitive biological species. The Project Area encompasses mostly single family residences with lower densities near Norwood and higher densities near Marysville Boulevard. Noise sensitive land uses in the Project Area include Grant Union High School near Marysville and Grand, Del Paso Heights Elementary School on Morrey Avenue and Norwood, and North Avenue Elementary School, at North and Dry

Creek Road. North Avenue Elementary School is within the noise contours of both I-80 and McClellan Air Field and is already being adversely affected by traffic noise under current conditions.

4.4.2 NOISE REGULATIONS, PLANS AND POLICIES

CITY OF SACRAMENTO HEALTH AND SAFETY ELEMENT

The City of Sacramento's noise policies and guidelines are contained in the General Plan Health and Safety Element. This Element establishes noise exposure standards for different land uses (Table 4.4-2). The normally acceptable exterior noise level for office buildings/business and commercial land uses is 65 dB, Ldn or less, with a conditionally acceptable range up to 80 dB, Ldn or less. The normally acceptable exterior noise level for residential uses is 60 dB, Ldn or less, with a conditionally acceptable range up to 70 dB, Ldn or less. In instances where attainment of the "normally acceptable" exterior noise level is not possible with best available noise reduction measures, the Noise Element allows an exterior noise level exceeding the acceptable Ldn, up to the conditionally acceptable range, provided that noise level reduction measures have been implemented and that interior noise level standards are achieved.

The Element also contains specific goals and policies governing noise sources and receptors to provide for noise and land use compatibility. The goals and policies pertinent to activities in the Project Area are summarized below.

Goal A: Future development should be compatible with the projected year 2016 noise environment.

- Goal A Policy: Require an acoustical report for any project that would be exposed to noise levels in excess of those shown as normally acceptable (in Table 4.4-2).
- Goal A Policy: Require mitigation measures to reduce noise exposure to normally acceptable levels, except where such measures are not feasible. Goal C
- Goal A Policy: Eliminate or minimize the noise impacts of future developments on existing land uses in Sacramento.
- Goal C Policy: Review projects that may have noise generation potential to determine what impact they may have on existing uses. Additional acoustical analysis may be necessary to mitigate identified impacts.
- Goal C Policy: Enforce the City of Sacramento noise ordinance as the method to control noise from sources other than transportation sources.

Goal D: Reduce noise levels in areas where noise exposure presently exceeds the standards established.

- Goal D Policy: Enforce the provisions of Sections 27-150 and 27-151 of the State Motor Vehicle Code, which requires all vehicles to be equipped with a properly maintained muffler and that exhaust systems not be modified.
- Goal D Policy: Encourage the incorporation of the latest noise control technology in all projects.

A listing of all policies, along with detailed descriptions of each policy, can be found in the Health and Safety Element.

Table 4.4-2

City of Sacramento Noise Standards for Various Land Uses

Land Use Compatibility for Community Noise Environments in Sacramento

Land Use Category	Exterior Community Noise Exposure, in L_{dn} or CNEL, dB						
	≤ 55 dB	55-60	60-65	65-70	70-75	75-80	80-85
Residential							
Transient lodging (motels, hotels)							
Churches, hospitals, schools, and libraries							
Amphitheatres, concert halls, auditoriums							
Outdoor spectator sports, sports arena							
Playgrounds, neighborhood parks							
Golf courses, riding stables, water recreation, cemeteries							
Office buildings, business commercial and professional							
Industrial, manufacturing, utilities, and agriculture							
Key	Normally acceptable				Conditionally acceptable		
	Normally unacceptable				Clearly unacceptable		

Source: City of Sacramento General Plan, Health and Safety Element, Section 8-27, adapted

CITY OF SACRAMENTO NOISE CONTROL ORDINANCE

The City of Sacramento Noise Control Ordinance sets limits for exterior noise levels on designated agricultural and residential property. The ordinance states that noise shall not exceed 55 dBA during any cumulative 30-minute period in any hour during the day (7:00 a.m. to 10:00 p.m.); and 50 dBA during any cumulative 30-minute period in any hour during the night (10:00 p.m. to 7:00 a.m.). The ordinance sets somewhat higher noise limits for noise of shorter duration; however, noise shall never exceed 75 dBA in the day and 70 dBA at night.

Construction activities are conditionally exempt from the Noise Ordinance. Construction activities are exempt from the noise standard from 7:00 a.m. to 6:00 p.m. Monday through Saturday, and from 9:00 a.m. to 6:00 p.m. on Sunday. Noise sources due to the erection (including excavation), demolition, alteration or repair of any building or structure between the hours of 7:00 a.m. to 6:00 p.m. Monday through Saturday, and from 9:00 a.m. to 6:00 p.m. on Sunday are exempt from the noise control ordinance, provided that the operation of an internal combustion engine is equipped with suitable exhaust and intake silencers which are in good working order.

STATE OF CALIFORNIA NOISE INSULATION STANDARDS

California Noise Insulation Standards (Cal. Admin. Code Title 24, Chapter 2-35) apply to all multi-family dwellings built in the state. Single-family residences are exempt from these regulations. The regulations require that all multi-family dwelling with exterior noise exposures greater than 60 dBA CNEL must be insulated such that the interior noise level will not exceed 45 dBA CNEL. These requirements apply to all roadway, rail and airport noise sources.

4.4.3 ENVIRONMENTAL IMPACTS

METHODOLOGY

Existing traffic noise levels identified in the SGPU and more recent McClellan Reuse Plan EIR were compared to anticipated noise levels under General Plan buildout projections. Air craft noise levels were evaluated based on the analysis in the McClellan Air Force Base (AFB) Programmatic Environmental Impact Statement/Environmental Impact Report (PEIS/EIR).

THRESHOLDS OF SIGNIFICANCE

The CEQA Guidelines define a significant adverse impact on the environment as an impact that would:

- a) expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- b) cause a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project; or
- c) cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

To assess the significance of potential noise impacts, both the absolute level of anticipated noise levels and change in noise levels associated with implementation of the Del Paso Heights Redevelopment Plan 6th Amendment were assessed. For noise sources such as surface traffic, a three dBA change in noise is generally perceived as being a barely perceptible change. A five dBA change is considered to be a distinctly perceptible change and a ten dBA change is perceived as a doubling of sound level. These factors and others relating to the duration and frequency of noise were considered when evaluating the significance of change in sound level. In general, an increase of five dBA is considered to be significant.

Impacts were considered significant if redevelopment activities would directly or indirectly result in:

- a) exposure of existing or planned land uses to noise that would conflict with local planning guidelines or noise ordinance criteria, or
- b) a substantial permanent increase (greater than 3 dBA) in ambient noise levels at noise-sensitive land uses.

Community Ambient Noise Degradation

In addition to the criteria discussed above, another consideration in defining impact significance is based on the degradation of the existing noise environment. Ambient noise degradation is considered "generally not significant" if no noise-sensitive sites are located in the project area, or if increases in community noise level with implementation of the project are expected to be 3 dB(A) or less at noise-sensitive locations, and the proposed project will not result in violations of local ordinances or standards. Noise-sensitive sites include residences, motels, hotels, public meeting rooms, auditoriums, schools, churches, libraries, hospitals, amphitheaters, parks, and other areas where low noise levels are essential.

The "significance" of a change in noise levels is somewhat subjective. However, both Caltrans and the Federal Highway Administration have published general criteria, applicable to roadway noise that can also be used to define noise impacts associated with other community noise increases. In general, if the increase in noise exposure level is greater than 3 dBA, the significance of impact will depend on the ambient noise level and the presence of noise-sensitive uses. Noise impacts can be considered "potentially significant" if increases in noise exposure levels are expected to be no greater than 5 dBA with implementation of the project. Noise impacts can be considered "generally significant" if a project causes noise standards or ordinances to be exceeded, or increases community noise levels by 6 to 10 dBA in urban areas, or increases noise levels by 10 dBA or more in rural areas.

IMPACTS OF THE PROPOSED PROJECT

Impact 4.4-1: Construction Noise at Sensitive Receptors

Construction activities related to public and private projects undertaken as a result of the Redevelopment Plan could result in an increase in ambient noise levels during construction. This would be a short-term significant impact.

Preliminary ground work activities would involve excavation, grading, earth movement, stockpiling, and haul-vehicle travel. Construction activities such as foundation laying, building construction and finishing operations would generate noise at construction sites, and construction equipment would generate vehicular noise both on and off a site. Construction-related material haul would raise ambient noise levels along haul routes, depending on the number of haul trips made and types of vehicles used. Construction equipment and activities would likely have more of an intrusive and disturbing effect on nearby sensitive receptors than actually raise time-averaged noise levels. Typical noise levels associated with construction equipment is shown in Table 4.4-3.

Assuming a maximum noise level of 88 dBA, L_{eq} (no pile driving or rock drilling is anticipated in this suburban Project Area) at about 50 feet from the source for standard construction equipment, and a noise attenuation of about six dBA for every doubling of the distance, noise levels from construction activities would drop to about 60 dBA, L_{eq} (the maximum normally acceptable noise level in residential areas) at about 1,500 feet from the source. This worst-case estimate assumes that sound waves travel undisturbed from the source to the receptor over ground that has poor sound absorptive properties; local terrain characteristics, such as earth berms that provide a shielding effect by blocking the line of sight to noise sources, and soft vegetation-covered earth with good sound absorptive tendencies, would reduce noise propagation. Under a worst-case scenario, then, noise-

sensitive land uses or activities within about 1,500 feet of Project Area construction sites could be exposed to noise levels above the recommended standards during the construction period.

Table 4.4-3
Noise Levels of Typical Construction Equipment

Equipment Type	Typical Equipment Level (dBA)
Air Compressor	81
Backhoe	85
Concrete Pump	82
Concrete Breaker	82
Truck Crane	88
Dozer	87
Generator	78
Loader	84
Paver	88
Pneumatic Tools	85
Water Pump	76
Power Hand Saw	78
Shovel	82
Trucks	88
Pile Driver	90

Source: Bolt, Beranek and Newman, *Noise from Construction Equipment and Operations, Building Equipment and Home Appliances*, U.S. EPA, 1971.

The construction schedules for individual projects carried out in furtherance of the amended Redevelopment Plan would vary from project to project. The duration of construction noise effects and the impacts would differ for each type of construction (new building construction, rehabilitation, public infrastructure, etc.) and project location. Noise from construction activities in the Project Area would be a short-term impact. The City's Noise Ordinance would help to reduce the impact by limiting construction activities to certain hours.

However, because of the potential for construction activities to raise ambient noise levels above recommended standards and to have an intrusive and disturbing noise effect at nearby sensitive receptor locations, the impact would be **potentially significant**.

Mitigation Measures

The City noise ordinance requires that all internal combustion engines used in construction must be equipped with suitable exhaust and intake silencers which are in good working order. However, exceedances of noise standards can still occur as discussed above, resulting in temporary adverse impacts on sensitive receptors during construction. No additional mitigation is available.

Significance after Mitigation

Significant / unavoidable – temporary.

Impact 4.4-2: Increased Ambient Noise Levels at Noise-Sensitive Land Uses

Traffic noise levels adjacent to the major road segments within the Project Area were analyzed in the SGPU for baseline conditions (1986) and 2015 future conditions. Projected noise levels under the SGPU were identified as 68-70 dBA on Norwood Avenue, 67-69 dBA on Rio Linda Boulevard, 67-69 dBA on Marysville Boulevard, and 62-63 dBA on Grand Avenue. This would be an increase of up to 3 dBA on Norwood Avenue, Rio Linda Boulevard and Grand Avenue, 2 dBA on Marysville Boulevard, and 3 dBA on I-80 next to the Project Area. The McClellan Reuse EIR identified current noise levels 80 dBA CNEL at 100 feet along the I-80 corridor near the Project Area, but projected no increase in noise levels through 2022 buildout, and only a 1 dBA increase on Marysville and Rio Linda Boulevards over 2001 conditions (McClellan EIR, Table 3.5-5).

Implementation of the amended Redevelopment Plan will eliminate barriers to planned development in the Project Area by providing funding for infrastructure improvements and development assistance. This would allow development to occur consistent with the adopted General Plan. By removing existing barriers to growth, the Redevelopment Plan amendment will stimulate increased population and employment growth in the Project Area. It would also help to remove barriers to development of residential and commercial infill parcels, which would result in increased traffic volumes along major roadways and local streets. However, such growth would be consistent with existing General Plan land use designations and policies, and is therefore anticipated and addressed by existing plans, policies, and ordinances. The increase in trips along a particular roadway would depend on the number of additional trips generated (which would depend on the types of land uses developed), and the distribution of these trips on the area roadway network (which would depend on future land use patterns). Overall, however, the traffic noise generated by Project Area development either as a direct or indirect result of redevelopment activities would not exceed that projected by the SGPU EIR.

Only a small percentage of the additional noise would be caused by traffic of projects engendered by the 6th Amendment, and cumulative traffic will increase noise levels by less than 3 dBA along Project Area roadways. Noise level increases along Project Area roadways would be *less than significant*.

Mitigation Measures

None required.

Impact 4.4-3: Cumulative Community Noise Impacts

Approximately half of the Project Area is identified as being within the currently adopted 65, 70 and 75 dBA-CNEL noise contours for McClellan Air Field. These noise contours were based on military activity at McClellan Air Force Base, which closed in 2001. After adoption of the Final Draft Reuse Plan, these noise contours will change significantly to reflect civilian use of the air field, and no part of the Project Area will be within the current or projected 60 CNEL noise contours.

The contribution of redevelopment activities and General Plan growth in furtherance of the amended Redevelopment Plan to cumulative community noise conditions would be secondary and incremental. Only a small percentage of the additional noise would be caused by traffic of projects engendered by the Redevelopment Plan Amendment, and cumulative General Plan traffic will

increase noise levels by 3 dBA or less along Project Area roadways. Cumulative community impacts are considered *less than significant*.

Mitigation Measures

• None required.

Impact 4.4-4: Expose Existing or Planned Land Uses to Noise That Would Conflict With Local Planning Guidelines or Noise Ordinance Criteria

Traffic noise levels adjacent to the major road segments within the Project Area currently exceed normally acceptable levels for sensitive receptors. Sensitive receptors along the heavily traveled major roadways are currently exposed to noise levels above the recommended standards. Additional traffic on these roadways would incrementally increase the magnitude of impact. Where such receptors already exist, the Amended Plan could have a beneficial impact by providing funding for rehabilitation actions such as double paned windows and insulation that could mitigate existing interior noise levels, or by providing streetscape or roadway improvements that could reduce exterior ambient noise levels.

Redevelopment activities would also encourage infill residential development on some parcels currently impacted by excessive roadway noise, especially in the area north of Grand Avenue near I-80. Modern construction methods typically provide a 25 to 30 dBA reduction between exterior and interior noise, which would normally reduce interior noise levels to less than 45 dBA without mitigation. However, in the conditionally acceptable and normally unacceptable areas, including within 500 feet of I-80, or within 150 feet of Norwood, Marysville Boulevard, Rio Linda Boulevard and Grand Avenue, an acoustical assessment would be required to ensure that interior dwelling unit noise levels of 45 dBA or less are maintained for new construction.

The SGPU Noise Element policies call for the analysis of specific projects to determine whether outdoor and indoor levels would comply with the Noise Element standards. However, this requirement is triggered only on discretionary projects, and most single family infill projects would be exempt from City entitlement review. Therefore, actions to encourage residential development in areas with existing and projected ambient noise levels above 60 dB are considered *potentially significant*.

Mitigation Measures

- 4.4-4 For all redevelopment funded projects within 500 feet of Interstate 80 and within 150 feet of Norwood Avenue, Rio Linda Boulevard and Marysville Boulevard, the Agency shall provide adequate and appropriate sound barriers or conduct an acoustical analysis to ensure existing construction methods are adequate to insure interior noise levels of 45 dBA or less are maintained for future ambient noise levels. If necessary, appropriate noise insulation measures shall be identified and included in the construction documents to the satisfaction of the City Building Division.

Significance after Mitigation

Less than significant.

4.4.4 REFERENCES

- *McClellan Air Force Base Final Draft Reuse Plan and Draft Implementation Plan Final Supplemental EIR*, County of Sacramento, November 2002.
- *Del Paso Heights Redevelopment Plan 5th Amendment Initial Study/Negative Declaration*, Sacramento Housing and Redevelopment Agency, City of Sacramento, October 1998.
- *Del Paso Heights Redevelopment Plan Amendment Draft Environmental Impact Report*, Sacramento Housing and Redevelopment Agency, City of Sacramento, January 1985.
- *Del Paso Nuevo Project, Environmental Assessment / Initial Study*, City of Sacramento and Sacramento Housing and Redevelopment Agency, February 3, 1998.
- *Draft and Final Environmental Impact Report, City of Sacramento General Plan Update*, City of Sacramento, Draft EIR is dated March 2, 1987 and Final EIR is dated September 30, 1987.

CHAPTER 4.5

BIOLOGICAL RESOURCES

4.5 BIOLOGICAL RESOURCES

4.5.1 REGULATORY BACKGROUND

SPECIAL-STATUS SPECIES

Many biological resources in California are protected and/or regulated by a variety of laws and policies. Prior to implementation, it is necessary for the proposed project to be in compliance with these regulations. Key regulatory issues are discussed below.

Special-status species include plants and animals that are legally protected, or that are otherwise considered sensitive by federal, state, or local resource conservation agencies and organizations. This includes species listed as state and/or federally Threatened or Endangered, those considered as candidates for listing as Threatened or Endangered, species identified by California Department of Fish and Game (CDFG) and/or United States Fish and Wildlife Service (USFWS) or the National Marine Fisheries Service (NMFS) as Species of Special Concern, and plants considered by the California Native Plant Society (CNPS) to be rare, threatened or endangered (i.e., plants on CNPS List 1B).

FEDERAL ENDANGERED SPECIES ACT

Pursuant to the federal Endangered Species Act (ESA), the USFWS and NMFS have authority over projects that may affect the continued existence of a federally-listed species. Either an "incidental take permit", under Section 10(a) of the ESA, or a federal interagency consultation, under Section 7 of the ESA, is required if the project may affect a federally-listed species. Under the ESA, the definition of "take" includes killing, harming, or harassing. USFWS has also interpreted the definition of harm to include significant habitat modification.

CALIFORNIA ENDANGERED SPECIES ACT

Pursuant to the California Endangered Species Act (CESA), a permit from CDFG is required for projects that could result in the take of a state-listed Threatened or Endangered species. Under CESA, take is defined as an activity that would directly or indirectly kill an individual of a species, rather than also including "harm" or "harass" as is included in the federal act. As a result, the threshold for a take under the CESA is higher than under the ESA (i.e., habitat modification is not necessarily considered take under CESA).

WETLANDS AND OTHER JURISDICTIONAL WATERS OF THE U.S.

Waters of the U.S. include wetlands (e.g., special aquatic sites such as seasonal ponds and marshes) and other jurisdictional waters, such as lakes, ponds, rivers, and intermittent drainages. Wetlands are defined as those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. The majority of jurisdictional wetlands meet three wetland delineation criteria: hydrophytic vegetation, hydric soil types, and wetland hydrology.

The U.S. Army Corps of Engineers (USACE) regulates Waters of the U.S. and wetlands under the federal Clean Water Act. Waters of the U.S. include navigable waters of the United States, interstate

waters, all other waters where the use or degradation or destruction of the waters could affect interstate or foreign commerce, tributaries to any of these waters, and wetlands that meet any of these criteria or that are adjacent to any of these waters or their tributaries. Nearly all surface waters and wetlands in California meet the criteria for Waters of the United States, including intermittent streams and seasonal lakes and wetlands.

Pursuant to Section 404 of the Clean Water Act, a permit must be obtained from USACE prior to any activity that involves the discharge of dredged or fill materials into Waters of the U.S. Fills of less than 2 acre of non-tidal waters of the U.S. for residential, commercial, or institutional development projects can generally be authorized under the USACE's Nationwide Permit (NWP) program, provided the project satisfies the terms and conditions of the particular NWP. All other fills would require an individual permit.

CITY OF SACRAMENTO TREE ORDINANCE (CHAPTER 12.64 OF TITLE 12 OF THE SACRAMENTO CITY CODE)

Under the City of Sacramento's Tree Ordinance, a permit is required from the City for the removal of any heritage or City tree (Title 12, Chapter 12.64). Provisions of the Ordinance are intended to protect both City street trees and Heritage trees, as provided below.

A City street tree is defined by the City to mean and include any tree growing on a public street right-of-way. City street trees are to be maintained by the City. The protection of trees is defined as follows:

- No person shall remove, trim, prune, cut or otherwise perform any maintenance on any City street tree without first obtaining a permit from the Director.
- No person shall injure or destroy any City street tree by any means, including but not limited to the following:
 - Constructing a concrete, asphalt, brick, or gravel sidewalk, or otherwise filling up the ground area around any tree so as to shut off air, light or water from its roots, unless ordered or authorized to do so by the City.
 - Piling building material, equipment or other substance around any tree as to injure the tree.
 - Pouring any deleterious matter on or around any tree or on the surrounding ground, lawn or sidewalk.
 - Cutting roots with a diameter of 2 inches or greater for sidewalk repair or any other purpose; provided, however, that such roots may be cut if authorized in advance by the Director.

The Director of Public Works and the Planning Director shall notify the Director of any applications for new subdivisions, curb, gutter, sidewalk, street light or driveway installations, or other proposed improvements which might require the removal of or cause injury to, any City street tree, or interfere with the fulfillment of the maintenance easement private street tree plantings.

A heritage tree is defined by ordinance as follows:

- any tree species with a trunk circumference of one hundred (100) inches or more, which is of good quality in terms of health, vigor of growth and conformity to generally accepted horticultural standards of shape and location for its species.
- any native *Quercus* species, *Aesculus California* or *Platanus Racemosa*, having a circumference of 36 inches or greater when a single trunk, or a cumulative circumference of 36 inches or greater when a multi-trunk.
- any tree 36 inches in circumference or greater in a riparian zone. The riparian zone is measured from the center line of the water course to 30 feet beyond the high water line.
- any tree, grove of trees or woodland trees designated by resolution of the City Council to be of special historical or environmental value or of significant community benefit.

The maintenance responsibility and permits for activities affecting heritage trees as defined in §12.64 states:

- A property owner shall be responsible for maintaining all heritage trees on the property owner's property.
- None of the following activities shall be performed unless a permit therefore is first applied for by the property owner or person authorized by the property owner and granted by the director, subject to appeal provisions in Section 12.64.060:
 - ✓ The removal of any heritage tree;
 - ✓ Pruning of any heritage tree segment greater than twelve (12) inches in circumference or the placement of any chemical or other deleterious substance by spray or otherwise on any heritage tree;
 - ✓ Disturbing the soil or placing any chemical or other deleterious substance or material on the soil within the drip line area of any heritage tree.

4.5.2 ENVIRONMENTAL SETTING

Except for riparian areas along Arcade Creek, the majority of the Project Area has been previously graded for residential or commercial development. The only jurisdictional waters of the United States are Arcade Creek, which forms the southern boundary of the Project Area.

SPECIAL STATUS PLANT RESOURCES

The Project Area is currently developed with existing structures, and vacant areas of large lot residential or where buildings have been previously demolished. Undeveloped portions of the Project Area support non-native ruderal vegetation and planted trees. Landscaped vegetation is associated with residential units and commercial buildings. Remnant valley oaks in ruderal lots and riparian vegetation associated with Arcade Creek are the main native vegetation types.

The dominant vegetation consists of artificially irrigated ornamental plantings. Most of the vacant parcels in the Project Area support non-native annual grassland habitat. Most of the developed parcels support a variety of non-native ornamental species including street trees, shrubs, herbaceous flower beds, and lawns. Native trees and shrubs are occasionally interspersed in native landscapes. Riparian vegetation associated with Arcade Creek is dominated by various species of willow, Fremont's cottonwood, and box-elder. This habitat type also supports shrubs and vines such as California buttonwillow and Himalayan blackberry, as well as herbaceous species that include common knotweed, yellow water primrose, common tulle, stinging nettle, and mugwort. No records of special state plant species in the Project Area are included in the California Natural Diversity Data Base (CNDDB, 1997).

Six special-status plants are considered to have the potential to occur within the Project Area. These include: Sanford's arrowhead, which occurs in freshwater marshes, sloughs and large ditches; stinkbells, which occurs in grasslands on clay or serpentinite soils; Bogg's lake hedge-hyssop, which occurs in marshes and vernal pools; legenere and dwarf downingia, which occur in vernal pools; and California hibiscus, which occurs in marshes. Based on the biological survey, stinkbells, Bogg's lake hedge-hyssop, legenere, and dwarf downingia are not likely to occur within the Project Area because suitable habitats are not present. Although the potential for occurrence is low, California hibiscus and Sanford's arrowhead could occur in the marsh fringes along Arcade Creek.

SPECIAL STATUS WILDLIFE RESOURCES

No special-status wildlife species were observed in the Project Area during the field survey completed for the Del Paso Nuevo project, or identified in the California Natural Diversity Data Base (CNDDB). However, the Project Area provides potential nesting or foraging habitat for raptors including Swainson's hawk and burrowing owl. Swainson's hawk is a state-listed species while the burrowing owl is a California Species of Special Concern.

A variety of trees and shrubs used for landscaping of urban areas provides nest sites and cover for wildlife. In general, the density and diversity of urban wildlife depends on the extent and type of landscaping and open space, as well as the proximity to natural habitats. Special-status wildlife species evaluated for this assessment include: valley elderberry longhorn beetle, vernal pool tadpole shrimp, vernal pool fairy shrimp, western pond turtle, tricolored blackbird, Swainson's hawk, bank swallow, western yellow-billed cuckoo, burrowing owl, and some species of raptors.

Based on an evaluation of the suitability of Project Area habitats to support special-status wildlife species, Swainson's hawk and other special-status species of raptors, including Cooper's hawk, sharp-shinned hawk, white-tailed kite, and northern harrier were determined to potentially occur on the project site as periodic foragers. White-tailed kites may nest in the riparian habitats associated with Arcade Creek, while other raptor species, which include red-tailed hawks, great horned owls, and red-shouldered hawks, may nest in upland trees on the property. Although not observed and regular discing likely precludes presence, burrowing owls could nest in the ruderal areas in the Project Area.

The owl is a California Department of Fish and Game species of special concern, and is a year-round resident in the Central Valley. This species prefers open annual or perennial grasslands, including heavily disturbed areas with existing burrows, elevated perches, large areas of bare ground

or low vegetation, and few visual obstructions. Burrows are typically located near water where large numbers of prey species, primarily insects, are found.

Pond turtles may occur in the open water habitats in Arcade Creek. Tadpole shrimp and fairy shrimp are associated with vernal pools, which do not occur in the Project Area. Cuckoos, bank swallows, and elderberry beetles require specific microhabitats within riparian areas, which are not present in the Project Area.

Tricolored blackbirds require emergent marsh habitats for nesting, which only occur in a narrow fringe along Arcade Creek. Therefore, these areas are not sufficiently extensive to support nesting birds. Swainson's hawks winter in South America and migrate to North America to breed during the summer. In California, Swainson's hawks are mainly found in riparian habitats along the Sacramento Valley, with additional populations found in northeastern California. Swainson's hawks typically nest in large trees (e.g. oak, cottonwood) and forage in grasslands. They are commonly seen foraging behind farm machinery, capturing rodents dislodged by farming operations. Swainson's hawks are known to nest along the Sacramento River, which is approximately five miles west of the site within the estimated 10-mile foraging range for this species.

Although the Project Area's open lands represent potential Swainson's hawk foraging habitat, and hawks could forage periodically, the urban nature of the project site and its discontinuous patches of open ruderal parcels likely limit this species' use of the site.

4.5.3 ENVIRONMENTAL IMPACTS

METHODOLOGY

The California Natural Diversity Data Base (CNDDDB, 1993), National Wetlands Inventory maps (US Fish and Wildlife Service (USFWS), 1987), and California Department of Fish and Game (CDFG) (Bittman, 1993; Roscoe, 1993) were consulted to identify any special status species or sensitive communities that could occur in the Project Area. This section was prepared based on a review of information provided in the August 7, 1997, Foothill Associates biological resource field assessment of the Del Paso Nuevo area, and the 1985 Del Paso Heights Redevelopment Plan Amendment EIR.

THRESHOLDS OF SIGNIFICANCE

The proposed project would result in significant terrestrial biology impacts if it would result in one or more of the following:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations or by CDFG or USFWS;
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by CDFG or USFWS;
- Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, rivers, etc.) through direct removal, filling, hydrological interruption, or other means;

- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; and
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

IMPACTS OF THE PROPOSED PROJECT

Impact 4.5-1 Potential Loss Of Heritage Trees

The Project Area contains trees that would be regulated under the City of Sacramento Heritage Tree Ordinance. Infrastructure improvements and development that occurs in furtherance of the amended Redevelopment Plan would be required to assess any potential project specific construction impacts to trees, in coordination with the City Arborist. Heritage trees in the Project Area would be protected by the Heritage Tree Ordinance. Heritage trees are defined by the Ordinance as trees of any species having a trunk circumference of 100 inches or more measured 4.5 feet above ground level, which are of good quality in terms of health, vigor of growth, and conformity to generally accepted horticultural standards of shape for its species. The loss of heritage trees would be a *significant impact*.

Mitigation Measures

The following measures should be implemented to reduce potential impacts on "heritage" trees:

- 4.5-1a** To the extent feasible, existing heritage trees shall be retained and incorporated into proposed development and/or landscaping plans; or,
- 4.5-1b** If heritage trees cannot be avoided and will likely be removed, a certified arborist shall conduct a tree survey to identify the diameter at breast height (DBH), height, location, and health of the trees to be removed. This information is required for a permit to remove the trees. Recommendations for tree planting/replacement ratios and appropriate planting sites would also be included in this report.

Significance after Mitigation

Less than significant

Impact 4.5-2: Potential Loss of Special Status Species

No special-status wildlife species were observed in the Project Area during the field survey completed for the Del Paso Nuevo project, or identified in the California Natural Diversity Data Base (CNDDB). The Project Area provides marginally suitable potential nesting or foraging habitat for raptors including Swainson's hawk and burrowing owl. Swainson's hawk is a state-listed species while the burrowing owl is a California Species of Special Concern. White-tailed kites, Swainson's

hawks, and other raptor species could nest in the larger trees and riparian habitats on and near the Project Area. Burrowing owls could nest in the ruderal areas. A variety of trees and shrubs used for landscaping of urban areas provides nest sites and cover for wildlife. In general, the density and diversity of urban wildlife depends on the extent and type of landscaping and open space, as well as the proximity to natural habitats.

Swainson's hawk and other special-status species of raptors, including Cooper's hawk, sharp-shinned hawk, white-tailed kite, and northern harrier could potentially use the Project Area for periodic foraging. White-tailed kites could nest in the riparian habitats associated with Arcade Creek, while other raptor species, which include red-tailed hawks, great horned owls, and red-shouldered hawks could nest in upland trees within the Project Area. Although not observed and regular discing likely precludes presence, burrowing owls could nest in the ruderal areas in the area.

The owl is a California Department of Fish and Game species of special concern, and is a year-round resident in the Central Valley. This species prefers open annual or perennial grasslands, including heavily disturbed areas with existing burrows, elevated perches, large areas of bare ground or low vegetation, and few visual obstructions. Burrows are typically located near water where large numbers of prey species, primarily insects, are found; no water sources are located in the Project Area where infrastructure and development projects might occur. No redevelopment actions may occur within the floodplain of Arcade Creek.

No special status species have been observed foraging within the Project Area, and it is very unlikely that Swainson's hawk uses the highly disturbed ruderal habitats that occur as discontinuous patches in the Project Area. Even if raptors forage in these areas occasionally, this habitat does not constitute an important acreage of foraging territory. Therefore, the potential for the Redevelopment Plan Amendment and subsequent activities to have an adverse impact on burrowing owls, or any other special status species or habitat is considered low, and infrastructure improvements and/or development projects in the Project Area would have a less than significant impact on special status species.

Mitigation Measures

None required.

CHAPTER 4.6

HAZARDS AND HAZARDOUS MATERIALS

4.6 HAZARDS AND HAZARDOUS MATERIALS

This section addresses the hazards to the public resulting from the use or disposal of hazardous materials in the Project Area, as well as anticipated effects of known or suspected hazardous substance contamination.

4.6.1 ENVIRONMENTAL SETTING

HAZARDOUS MATERIALS

Terminology

Under Title 22 of the California Code of Regulations (CCR), a hazardous material is defined as a substance or combination of substances that may cause or significantly contribute to an increase in mortality or an increase in serious, irreversible, or incapacitating illness, or may pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported or disposed of, or otherwise managed (CCR, Title 22, Chapter 11, Article 2, Section 66261.10).

Hazardous wastes are hazardous substances that no longer have practical use, such as materials that have been discarded, discharged, spilled, or contaminated or are being stored until they can be properly disposed of. According to Title 22 of the California Code of Regulations, hazardous materials and hazardous wastes are classified according to four properties: toxic, ignitable, corrosive, and reactive (CCR, Title 22, Chapter 11, Article 3).

- Toxic substances may cause short-term or long-lasting health effects, ranging from temporary effects to permanent disability or death. Toxic substances can cause eye or skin irritation, disorientation, headache, nausea, allergic reactions, acute poisoning, chronic illness, and other adverse health effects, depending on the level of exposure. Carcinogens (substances known to cause cancer) are a special class of toxic substances. Examples of toxic substances include most heavy metals, pesticides, and benzene (a carcinogenic component of gasoline).
- Ignitable substances, such as gasoline, hexane, and natural gas, are hazardous because of their flammable properties.
- Corrosive substances, such as sulfuric acid (battery acid) and lye, can damage other materials or cause severe burns upon contact.
- Reactive substances, such as explosives, pressurized canisters, and pure sodium metal (which reacts violently when exposed to water), may cause explosions or generate gases or fumes.

Soil that is excavated from a site containing hazardous materials is a hazardous waste if it exceeds specific CCR Title 22 criteria. Remediation (cleanup) of hazardous wastes found at a project site is generally required if those materials are excavated. Cleanup requirements are determined on a case-by-case basis by the agency with lead jurisdiction over the project.

Existing Conditions - Del Paso Heights

The Del Paso Heights area is an extensively developed area containing both commercial and industrial uses. Several sites in this area have been identified by CERCLIS, the Cal/EPA or the State Water Resources Control Board as having hazardous substance releases or leaking

underground fuel tanks (LUFTs). These sites are identified in Table 4.6-1, Confirmed Contamination Sites. In addition, many sites were identified by State and/or Federal databases as hazardous waste generators, underground storage tank (UST) permit holders, or as responsible parties who had successfully completed cleanup. These sites are identified in Table 4.6-1 as "Potential Contamination Sites." Finally, several sites were identified during an area reconnaissance performed by staff. These sites are identified in Table 4.6-1 as "Potential Contamination Sites Identified During Drive-By."

Table 4.6-1
Identified Contamination Sites in the Project Area

Property Description	Property Address	Type of Contamination and Required Action (if known)	Level of Concern
Confirmed Contamination Sites *			
Harris Avenue Site	627 Harris Ave	No detailed information- CERCLIS Site- NFRAP	Moderate to High
Harris Avenue PCB Site	627 Harris Avenue	Certified as a State site	Moderate to High
Hudson Oil Company	3401 Marysville Blvd	No detailed information- CERCLIS Site- NFRAP	Moderate
Day Property	3921-9 Marysville Blvd	Hydrocarbon Leak- Being Confirmed in 1994	Moderate
Industrial Gasoline	3739 Marysville Blvd	Groundwater aquifer contaminated with gasoline, MTBE	Moderate to High
Max's Service Station	3617 Marysville Blvd	Soil; excavate and dispose	Moderate
Orbit Gas Station	3849 Marysville Blvd	Gasoline Leak- being confirmed in 1990	Moderate
Quik Stop	3296 Marysville Blvd	Groundwater aquifer contaminated with hydrocarbons, MTBE	Moderate to High
US Rentals	3706 Marysville Blvd	Soil; excavate and dispose	
Potential Contamination Sites*			
Unknown	1191 Los Robles Ave at Alverado	No details available	Unknown
Unknown Dumped	625 South Ave	Four 55 gallon drums of motor oil dumped	Moderate
Unknown	Harris Rd at Rio Linda Blvd	55 gallons of waste oil dumped	
Estate of Adine Rolkin	3401 Marysville Blvd	Closed LUST case, aquifer contaminated by gasoline	Moderate

Shell #204-6678-6504	3801 Marysville Blvd	Closed LUST case, soil contaminated by gasoline, unknown if cleaned up	Moderate
Densmore Engines	3929 Marysville Blvd	Hazardous Waste generator	Moderate
Grand Joint Union High School District	1333 Grand Ave	Hazardous Waste generator	Moderate
North Side Tire Shop	4000 Marysville Blvd	Tire shop- tire recycler	Low to Moderate
Vegas Tire	901 Grand Avenue	Tire shop- tire recycler	
Dave Smith	3300 Rio Linda	UST permit holder	Moderate
Fuel Dump	3637 Rio Linda	UST permit holder	Moderate
Grant District Transportation	1333 Grand Ave	UST permit holder	Moderate
Grant Joint Union High School District	1400 Grand Ave	UST permit holder	Moderate
Jeric Investments Inc	3739 Marysville Blvd	UST permit holder	Moderate
Kinney Police Facility	3550 Marysville Blvd	UST permit holder	Moderate
Orbit Gas	3849 Marysville Blvd	UST permit holder	Moderate
Previously known as Mike's Gas	3617 Marysville Blvd	UST permit holder	Moderate
Quik Stop #96	3296 Marysville Blvd	UST permit holder	Moderate to High
Tooley Oil Company #42	3801 Marysville Blvd	UST permit holder	Moderate
Access Dental Center	3945 Marysville Blvd	Nitrous leak- one time occurrence, only air affected	Low
Unknown	724 Grand Avenue	1 pint HCl thrown through residence window	Low
Potential Contamination Sites Identified During Drive-By			
United Equipment Rentals	625 Display Way	Potential for petroleum products and related substances	Low to Moderate
Former Auto Dealer	Clay Street at Grand Ave	Potential for petroleum products and related substances	Low to Moderate
Grant Joint Union High School Bus Barn	1400 Grand Avenue	Potential for petroleum products and related substances	Low to Moderate
X-Treme Auto Care	901A Rio Linda	Potential for petroleum products and related substances	Low to Moderate
Caesars Muffler	901B Rio Linda	Potential for petroleum products and related substances	Low to Moderate
Church (Former Auto Repair)	3700 Rio Linda	Potential for petroleum products and related substances	Low to Moderate
Junkyard/ Auto Wrecker	3385 Rio Linda	Potential for petroleum products and related substances	Moderate to High

U.S Auto Sales	4020 Doolittle	Potential for petroleum products and related substances	Low to Moderate
North Side Tire Shop	4000 Marysville Blvd	Potential for petroleum products and related substances	Low to Moderate
Valley Tire and Wheel	3940 Marysville Blvd	Potential for petroleum products and related substances	Low to Moderate
Vorzie Auto Sales	1635 Willow Street	Potential for petroleum products and related substances	Low to Moderate
Unkown Equipment Rental/Shop	3706 Marysville Blvd	Potential for petroleum products and related substances	Low to Moderate
Moon Motors (Used Cars)	3310 Marysville Blvd	Potential for petroleum products and related substances	Low to Moderate
Gas Station	Marysville Blvd and Los Robles Street	Potential for petroleum products and related substances	Moderate to High
Quik Stop Gas/MiniMart	3296 Marysville Blvd	Potential for petroleum products and related substances	Moderate to High
Abandoned Auto Repair	3935 (?) Marysville Blvd	Potential for petroleum products and related substances	Low to Moderate
Smog Shop	3929 Marysville Blvd	Potential for petroleum products and related substances	Low to Moderate
Hooten Tire	3919 Marysville Blvd	Potential for petroleum products and related substances	Low to Moderate
Abandoned Gas Station	3739 Marysville Blvd	Potential for petroleum products and related substances	Moderate to High
Crazy Hydraulic	3690 Marysville Blvd	Potential for petroleum products and related substances	Low to Moderate

*Source: Environmental First Search 2002

The Project Area's existing land uses are mainly residential; however there are some commercial and industrial uses on the western and eastern sides, with some scattered public and institutional land uses. Commercial uses are concentrated in the eastern portion of the Del Paso Heights area, on Marysville Blvd extending from I-80 on the north side, to the end of the subject site area at Los Robles Road on the south. Industrial uses are concentrated at the northwestern corner of the area and scattered along Marysville Blvd in the northeastern corner. A limited number of industrial parcels in the center of the property area north of South Avenue and south of Silvano Street are included in the Project Area.

Nonresidential land uses in the Project Area include commercial uses such as strip retail centers, small multi-tenant one story office buildings, liquor/convenience stores, service stations, automotive repair shops, car dealers, restaurants, fast food, medical/dental offices, warehouse-type stores, and vacant sites. Limited industrial uses such as glass fabrication and wood products are also present. Sources of contamination within the Project Area include both commercial and industrial uses. In addition, existing structures for all types of land uses may contain asbestos, lead-based paint and PCBs.

Potential Receptors

The sensitivity of potential receptors in the areas of known or potential hazardous materials contamination is dependent primarily on an individual's potential pathway for exposure. Hazardous materials exposure in the Project Area could occur through exposure to groundwater and/or soil contamination during construction. With respect to this possible form of hazardous materials exposure, construction workers have the highest potential for exposure to groundwater and/or soil contamination. However, other potential receptors in the Project Area include schools, and residential areas. These receptors are more likely to be exposed to fugitive dust created during demolition and construction.

This analysis assumes that cleanup activities in specific locations in the Del Paso Heights Project Area would be complete and appropriate approvals received before any activities would occur in those areas under the Redevelopment Plan.

4.6.2 REGULATORY SETTING

HAZARDOUS MATERIALS

Federal

Many agencies regulate hazardous substances. These include federal agencies such as the EPA, the Occupational Safety and Health Administration, the Nuclear Regulatory Commission (NRC), the U.S. Department of Transportation (DOT), and the National Institutes of Health (NIH). The following federal laws and guidelines govern hazardous substances:

- Federal Water Pollution Control Act
- Clean Air Act
- Occupational Safety and Health Act
- Federal Insecticide, Fungicide, and Rodenticide Act
- Comprehensive Environmental Response, Compensation, and Liability Act Guidelines for Carcinogens and Biohazards
- Superfund Amendments and Reauthorization Act, Title III
- Resource Conservation and Recovery Act
- Safe Drinking Water Act
- Toxic Substances Control Act

At the federal level, the principal agency regulating the generation, transport, and disposal of hazardous substances is the EPA, under the authority of the Resource Conservation and Recovery Act (RCRA). The EPA regulates hazardous substance sites under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). Applicable federal regulations are contained primarily in Titles 29, 40, and 49 of the Code of Federal Regulations (CFR).

Hazardous Substances Handling Requirements

The RCRA established an all-encompassing federal regulatory program for hazardous substances that is administered by EPA. Under the RCRA, EPA regulates the generation, transportation, treatment, storage, and disposal of hazardous substances. The RCRA was amended in 1984 by the Hazardous and Solid Waste Act (HSWA), which affirmed and extended the "cradle-to-grave" system of regulating hazardous substances. The HSWA specifically prohibits the use of certain techniques for the disposal of some hazardous substances.

Under the RCRA, individual states may implement their own hazardous substance management programs as long as those programs are consistent with, and at least as strict as, the RCRA. The EPA must approve state programs intended to implement the RCRA requirements.

Hazardous Substances Worker Safety Requirements

The federal Occupational Safety and Health Administration (OSHA) is the agency responsible for ensuring worker safety. OSHA sets federal standards for implementation of training in the workplace, exposure limits, and safety procedures in the handling of hazardous substances (as well as other hazards). OSHA also establishes criteria by which each state can implement its own health and safety program.

State

Cal/EPA and the Office of Emergency Services (OES) of the State of California establish rules governing the use of hazardous substances in the state. The SWRCB has primary responsibility to protect water quality and supply.

Applicable State laws include the following:

- Porter Cologne Water Quality Act
- Public safety and fire regulations and building codes
- Hazardous Substance Control Law
- Hazardous Substances Information and Training Act
- Hazardous Substances Release Response Plans and Inventory Act
- Air Toxics Hot Spots and Emissions Inventory Law
- Underground Storage of Hazardous Substances Act

Within Cal/EPA, the DTSC (formerly the Department of Health Services) has primary regulatory responsibility for the generation, transport and disposal of hazardous substances under the authority of the Hazardous Waste Control Law (HWCL). DTSC can delegate this enforcement role to local jurisdictions that enter into agreements with the state agency. State regulations applicable to hazardous substances are indexed in Title 26 of the California Code of Regulations (CCR).

Hazardous Substances Handling Requirements

In California, the Hazardous Waste Management Program (HWMP) regulates hazardous waste through its permitting, enforcement, and Unified Program activities. The HWMP is authorized by EPA to implement the RCRA program in California and develops regulations, policies, guidance, technical assistance, and training to ensure the safe storage, treatment, transportation, and disposal of hazardous wastes.

Regulations implementing the HWCL list 791 hazardous chemicals and 20 or 30 more common substances that may be hazardous; establish criteria for identifying, packaging and labeling hazardous substances; prescribe management of hazardous substances; establish permit requirements for hazardous substances treatment, storage, disposal and transportation; and identify hazardous substances that cannot be deposited in landfills.

Under both the RCRA and the HWCL, the generator of a hazardous substance must complete a manifest that accompanies the waste from the point of generation to the ultimate treatment, storage or disposal location. The manifest describes the waste, its intended destination, and other regulatory information about the waste. Copies must be filed with the DTSC. Generators must also match copies of waste manifests with receipts from the treatment, storage or disposal facility to which it sends waste.

Hazardous Substances Worker Safety Requirements

Cal/OSHA assumes primary responsibility for developing and enforcing workplace safety regulations within California. Cal/OSHA standards are more stringent than federal regulations.

Cal/OSHA regulations concerning the use of hazardous substances include requirements for safety training, availability of safety equipment, hazardous substances exposure warnings, and emergency action and fire prevention plan preparation. Cal/OSHA enforces the hazard communication program regulations, which include provisions for identifying and labeling hazardous substances, describing the hazards of chemicals, and documenting employee-training programs.

Both federal and State laws include special provisions for hazard communication to employees who work with and/or encounter hazardous materials and wastes. The training must include safe methods for handling hazardous substances, an explanation of Material Safety Data Sheets, use of emergency response equipment, implementation of an emergency response plan, and use of personal protective equipment.

Local Regulations

Sacramento County is responsible for enforcing the state regulations, both in the city and the county, governing hazardous substance generators, hazardous substance storage, and underground storage tanks (including inspections, enforcement, and removals). The Sacramento County Hazardous Materials Division (HMD) regulates the use, storage, and disposal of hazardous substances in Sacramento County by issuing permits, monitoring regulatory compliance, investigating complaints, and other enforcement activities. HMD reviews technical aspects of hazardous substance site cleanup operations and oversees remediation of certain contaminated sites resulting from leaking underground storage tanks. HMD is also responsible for providing technical assistance to public and private entities that seek to minimize the generation of hazardous substance.

Goals and policies have been developed by the City and County of Sacramento concerning the management of hazardous substances to protect human health and the environment (Sacramento County Hazardous Waste Management Plan, 1988; 1986 to 2006 General Plan for Sacramento, 1987).

Sacramento City General Plan

The following are relevant City of Sacramento General Plan goals and policies that apply to the Project Area:

Goal A: Provide for the health and safety of the citizens of Sacramento and for the protection of the environment by reducing exposure to hazardous substances and waste.

- Goal A Policy 1: Work with the County, State, and federal agencies and responsible parties to identify, contain and cleanup sites that contain hazardous substances.
- Goal A Policy 4: Coordinate with Sacramento County, the State and federal governments to ensure compatibility among plans, programs, regulations and safeguards.

4.6.3 ENVIRONMENTAL IMPACTS

METHODOLOGY

This analysis is based on a review of current lists made available by regulatory agencies with jurisdiction over storage, monitoring, and cleanup of hazardous wastes. The boundaries of the proposed Project Area were reviewed to determine existing and planned land use and potential exposure to Hazardous Materials.

THRESHOLDS OF SIGNIFICANCE

A project would normally have a significant hazards impact if, through construction activities, attracting people to the site, or use of hazardous materials, it would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; or
- Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, could create a significant hazard to the public or the environment.
- For a project located within a known or potential contaminated site, the project results in a safety hazard for people residing or working in the Project Area.

IMPACTS OF THE PROPOSED PROJECT

Impact 4.6-1 Possible Delays to or Interference with Investigation or Remediation Activities Due to Redevelopment Projects.

Under the direction of local and State agencies, assessment and remediation of soil and water contamination is being conducted at a number of release sites throughout the Project Area. Proposed redevelopment activities could affect these sites through adjustments in cleanup schedules, remedial designs, and remedial actions when determining final cleanup levels. However, these adjustments should not prevent assessment and remediation activities at these sites from continuing in accordance with federal, state, and local regulations to protect human health and the environment. Also, ongoing activities at identified release sites may delay or limit some proposed land uses at or near those sites.

The severity of contamination or level of remediation effort at these sites may to a certain extent, limit future land uses by the recipients on a site-specific level. Regulatory review will ensure that any site-specific land use limitations are identified and considered. Based on the results of further review and investigation, the regulatory agencies overseeing these sites may, where appropriate, place limits on land reuse through deed restrictions on conveyances and use restrictions on leases. The responsible parties may also retain right of access to other properties to inspect monitoring wells or conduct other remedial activities. This impact is *less than significant*.

Mitigation Measures

None required.

Significance after Mitigation

Less than significant.

Impact 4.6-2 Potential Redevelopment of Previously Identified or Unidentified Contaminated Sites

Redevelopment activities often involve the rehabilitation or reuse of older properties that may result in the discovery of previously unidentified contaminated properties, or provide for reuse of identified, but not yet remediated sites. Historical uses which have created releases of hazardous substances or petroleum products may be masked by the present or recent uses of the property. Excavation could damage unidentified underground storage tanks with some remaining petroleum products that could result in the exposure of construction workers and result in associated significant adverse health effects. In addition, construction activity could uncover unknown sites of soil contamination that could result in the exposure of construction workers and result in associated significant adverse health effects. This would be a *significant impact*.

Mitigation Measures

4.6.2 A thorough examination of past property uses shall be required for redevelopment projects prior to demolition or construction. This examination shall conform to the Phase I Environmental Site Assessment process established by ASTM (E1527-00), and shall include

a site reconnaissance, a review of regulatory databases, interviews with persons knowledgeable of the property, and a review of past property uses using appropriate historical sources.

Significance after Mitigation

Less than significant.

Impact 4.6-3: Potential Asbestos Exposure Hazards during Renovation or Demolition of Existing Structures with ACM during Reuse

Renovation, demolition, and excavation of existing structures and facilities with asbestos containing materials (ACM) may occur as a result of redevelopment actions. Disturbance of ACM may result in asbestos exposure hazards to human health and the environment. Renovation and demolition activities would be subject to all applicable federal, state, and local regulations to minimize potential risks to human health and the environment. ACM in historic properties would be managed in accordance with National Park Service and U.S. Department of Housing and Urban Development (HUD) guidance. This impact would be *less than significant*.

Mitigation Measures

None required.

Significance after Mitigation

Less than significant.

Impact 4.6-4: Potential Lead Exposure from Reuse Activities Involving Buildings with Lead-Based Paint (LBP)

Redevelopment activities may involve the demolition or renovation of existing structures that may contain lead-based paint. Human health or environmental exposure to lead may result if lead-based paint is chipping and then accidentally ingested. Property recipients would be notified of the potential of lead-based paint prior to property disposition and during real estate transactions under State Real Estate law. Lead-based paint in historic properties would be managed in accordance with National Park Service and HUD guidance. Lead-based paint would be removed and disposed of in these facilities in accordance with applicable federal, state, and local regulations to minimize potential risks to human health and the environment, thus this impact would be *less than significant*.

Mitigation Measures

None required.

Significance after Mitigation

Less than significant.

CHAPTER 4.7

CULTURAL AND HISTORIC RESOURCES

4.7 CULTURAL RESOURCES

This section identifies cultural resources within the Project Area and evaluates the potential effects of redevelopment implementation activities upon those resources. The evaluation is based upon reconnaissance surveys and limited historic research of the Project Area, the Secretary of the Interior's Standards and Guidelines for the Treatment of Historic Structures, consultation with the Sacramento Housing and Redevelopment Agency and the City of Sacramento, and information obtained from the North Central Information Center.

4.7.1 SETTING

The Project Area is located in the City of Sacramento, in the Central Valley of California. This valley lies between the California Coastal Range and the Sierra Nevada Mountains, running north and south, and is characterized by large alluvial plains and low rolling hills. Drainages supported by the Sacramento River merge with the San Joaquin River system at the Delta, the waters then flowing into the San Pablo portion of the San Francisco Bay. The plains are dominated by annually emerging wetlands and grasslands with valley oaks and sycamores, with California interior live oaks and blue oaks scattered on the low-lying hills. The Project Area is approximately three miles northeast of the confluence of the Sacramento and American Rivers, and is approximately three miles west of the valley's eastern edge. Elevations range from 50 to 75 feet. Arcade Creek makes up the southern boundary of the Project Area.

PREHISTORIC BACKGROUND AND ETHNOGRAPHY

The earliest evidence of human habitation in California has been found at sites along the eastern edges of both the Sacramento and San Joaquin Valleys and the San Joaquin western foothills, in the Clear Lake Basin in northern California. These sites date back to at least 9,000 to 6,000 years (Moratto 1987:62-64, 83). These widely separated sites indicate that most major areas of the state were populated at that early time. In 1931, archaeological work at three sites near the confluence of Deer Creek and the Cosumnes River in Sacramento County determined the prototypes for the Early-Middle-Late Horizon model of the prehistory of the northern Central Valley/Delta area, a model used for nearly a half a century. The Early culture may have originated in the Plateau region of Oregon and Washington and possibly represented the initial arrival of Penutian-speaking people into Central California, at about 2500 B.C. (Moratto 1984:179, 184-85).

This land was the territory of the ethnographic Nisenan Maidu, and included the drainages of the Yuba, Bear and American Rivers and the lower drainage of the Feather River (Wilson and Towne 1978:387). The eastern Nisenan boundary (Hill Nisenan) was near the crest of the Sierra Nevada, while the Valley Nisenan Maidu occupied the Sacramento Valley from the river to the foothills (Wilson and Towne 1978:387).

Several large villages existed along the Sacramento and American Rivers in the general Sacramento area. Four sites are known to lie a few miles to the southeast, including Pujune (CA-Sac-26)--a village site listed on the National Register of Historic Places (10/71), CA-Sac-31 and CA-Sac-32 (Yamanepu village - Woodward and Smith 1977:12, 40), as well as the "Woodlake" village site (CA-Sac-39), also on the National Register (5/71). Two other sites occur in the area. No documented prehistoric archaeological sites are known to be located within or adjacent to the Project Area.

Early contact with the Spanish was probably mostly indirect in this area. Some of the south county populations, however, were removed to the missions during the 1776 exploration of the Delta by Jose Canizares. The Miwok and Nisenan resisted, and no Nisenan are known to have gone to the missions. In 1808, Gabriel Moraga crossed the Sacramento area (Moraga 1808) and by the 1820s, American French and Hudsons' Bay trappers had entered the Nisenan territory. In 1833, a severe malaria epidemic swept the Sacramento Valley (Cook 1955), killing possibly up to 75% of the population and resulting in the abandonment of many villages. After the epidemic of 1833, the surviving Nisenans were unable to resist the overwhelming flood of miners and settlers; many became laborers in mines and on ranches, and the use of their language and culture declined rapidly.

In 1839, John Sutter arrived in the area, becoming the first white settler in the Sacramento Valley (Gudde 1936). While he met with some resistance from the Nisenan, he enlisted the Miwok to help him develop his fort and surrounding farms. The 1848 discovery of gold at Coloma changed the lives of virtually all Northern California inhabitants and the environments they had known. Widespread disruption of the Native American people and the destruction of their villages, hunting and gathering areas and other sites resulted from the influx of miners and mining-related activities. In addition to these impacts, after the initial flush of the Gold Rush, farming began in the Valley, further altering the land and its uses.

HISTORIC BACKGROUND

Early Settlement North of the American River

The area of land in which the Arden-Garden connector is located was largely uninhabited until the middle of the nineteenth century, serving primarily as grazing land for antelope, deer, and elk. It is speculated that Maidu Indians used the area for hunting and gathering the grasshoppers that were abundant on the arid land.¹ The Ranch of the Pass, or Rancho del Paso, as the area north of the American River came to be known, was named for a ford on the American River near the current-day H Street Bridge.

The initial settlement of the area dates from the arrival of John Sutter, a former Captain of the Royal Swiss Guard who came to the Sacramento Valley in 1839. Sutter built his fort at a strategic location on a high point south of the Ranch del Paso and overlooking the confluence of the Sacramento and American rivers. In 1841, Mexican Governor Juan Batista Alvarado granted Sutter approximately 49,000 acres comprising an area that became much of the City of Sacramento as well as portions of Sutter and Yuba counties. The Rancho del Paso was not, in fact, included in Sutter's New Helvetia land grant. However, apparently looking on all the land within several miles of his fort as his own Sutter claimed the Rancho del Paso area along with several hundred square miles of territory between the Sacramento River and the Sierra Nevada.²

In 1843, Sutter deeded a large parcel of land north of the American River to Eliab Grimes and his nephew Hiram Grimes, both from Massachusetts, and John Sinclair, a Scot who came to California in 1839 after several years in Honolulu. Apparently, Grimes and Sinclair may have received the Rancho del Paso as payment for supplies with which they had provided Sutter for the development of his fort. The following year, in 1844, Grimes petitioned the Mexican Governor Micheltorena for a more secure title to the land, which was subsequently granted. In accordance with this title, the Rancho del Paso extended from north of the American River to present day Grant Line Road, with

the western boundary set at Old Marysville Road and the eastern boundary at Manzanita Avenue in present day Carmichael.

For several years the Grimes and Sinclair families raised cattle and sheep at the rancho for the production of meat, wool and hides. In January 1848 gold was discovered near Coloma in the Sierra foothills, and many of Sinclair and Grimes' laborers deserted the ranch to seek their fortune in the gold fields. Indeed, Sinclair himself went looking for gold but with little success. It is estimated that from 1848 to 1849 thousands of men crossed the Rancho del Paso en route to the mountains.³³

Eliab Grimes died in 1848, followed by Sinclair in 1849. On August 9, 1849, Hiram Grimes, believing he was the sole beneficiary of the parcel, sold his interest to Samuel Norris, a Dane recently immigrated to California. Almost immediately, Norris was plagued with lawsuits by the family of Eliab Grimes, who claimed that the will leaving the rancho to Hiram Grimes was fraudulent. The lawsuit was initiated in San Francisco in 1851 and went to the California Supreme Court in 1856 and the United States Supreme Court in 1859. Representing Norris was the lawyer and financier James Ben Ali Haggin and his partner and brother-in-law Lloyd Tevis. On April 30, 1860, the Supreme Court of the United States declared Norris the legal owner of the Rancho del Paso. However, by this time Norris was so deeply in debt owing to the years of litigation that he lost the ranch to Haggin and Tevis, who claimed title to the property on June 23, 1862.

Haggin Era

James Ben Ali Haggin and Lloyd Tevis came to Sacramento from Kentucky in 1850. Together the two men formed a law partnership that focused for the next forty-nine years on lucrative financial enterprises. In 1853, Haggin and Tevis moved their office to San Francisco, though continuing to maintain a close connection with many Sacramento entrepreneurs. Tevis became actively involved with the Central Pacific Railroad, Wells Fargo Bank, the Bank of California and various mining operations. Haggin, who made a fortune comparable with such east Coast figures as Rockefeller and J.P. Morgan, was involved primarily in land and mine speculation. In their business dealings the partners managed to acquire approximately 400,000 acres of ranch land in California and other western states; as well as interests in the Homestake gold mine in South Dakota and in the Anaconda copper mines in Montana.

Following their acquisition of the Rancho del Paso Haggin and Tevis rented portions of the land along the American River to farmers who raised wheat, hay and hogs. The northern portions of the ranch were used as pastures for herds of cattle, horses and sheep. In 1869, the ranch was briefly transferred to the Sacramento Farm Homestead Association in order to subdivide and sell the land. However, this project failed owing to a lack of a reliable source of water on the site.³⁴

Along with raising livestock, Haggin used the Rancho del Paso for breeding and training racehorses. Haggin developed an interest in racehorses in Kentucky, where, among his many financial interests was the Elmendorf Stud Breeding Farm near Lexington. The broad open spaces, good pasture and mild climate made Rancho del Paso an ideal spot for breeding horses. In 1873, Haggin hired John Mackey, a well-known horse trainer from Sacramento to serve as the superintendent of the ranch. With Mackey's skill and Haggin's financial support the Rancho del Paso racehorses gained national fame and were sold as far as New York. Known as one of the greatest thoroughbred racehorse farm in the world, the Rancho del Paso included two private racetracks, and at its zenith maintained six hundred mares and thirty to forty stallions. In 1886 Haggin's Horse, Ben Ali, won the Kentucky

Derby; in 1888 Haggin was rated first among all of the nation's stable owners owing to his horses 67 first place wins.

During the Haggin era, the Rancho del Paso featured two main clusters of buildings. The first was near the Ben Ali railroad station on the Southern Pacific, in an area known as "The Arcade" owing to the presence of a long alley of trees. The Arcade served as the rancho's central shipping and sales center, and featured 24 large red barns, each with up to 64 horse stalls, as well as a series of modest dwellings for Rancho employees and other utilitarian structures. The other central area of activity was located in the area known as the Bottom along the American River between the current Watt Avenue and Arden Way. This area included a network of paddocks where Mackey kept and trained Haggin's horse.^v

Despite his success, Haggin quit the racing business in 1891, though continuing to breed and sell racehorses from Rancho del Paso until 1905, at which time Haggin and Tevis decided to sell the property. However, perhaps because of the daunting price tag of two million dollars it was not until five years later that they were able to find a buyer. In 1910, Haggin and Tevis accepted \$1.5 million from the Sacramento Valley Colonization Company, a subsidiary of the United States Farm Company of Saint Paul, Minnesota. The sale was final in May 1910, and the following December the land company began to subdivide the land. This transaction marked the first step in the growth and evolution of the area known at that time as North Sacramento.

HISTORIC SETTING OF THE PROJECT AREA

Development of Rancho Del Paso Area

The Sacramento Valley Colonization Company managed to sell much of the Rancho del Paso within a few months. Realtors, developers and land speculators quickly responded to the company's nationwide advertising campaign describing the area as a Garden of Eden that would provide "all the best varieties of deciduous and citrus fruits" year round.^{vi} One such investor was the North Sacramento Land Company, owned by Bay Area developer Daniel W. Johnston. In response to the growing need for new residential development in the Sacramento area Johnston bought 4,400 acres of land north of the American River for the establishment of the new town of North Sacramento. The management of the subdivision was soon turned over to D.W. Johnston's son, Carl, who subdivided the land and laid out the lots, streets and sewers.

The lands in the Project Area were subdivided in 1911 as Del Paso Heights and West Del Paso Heights. Growth came slowly to the area, which was essentially a suburb of North Sacramento.

The North Sacramento Land Company succeeded in luring new residents to the area through the promise of reasonably priced residential lots, a pleasant, family-oriented atmosphere - all just minutes from downtown Sacramento. Advertisements for the new town of North Sacramento extolled the peaceful country life north of the American River, and boasted of large shade trees and productive soil.^{vii} In 1911 a local newspaper ran an enthusiastic report on the new community, noting that Del Paso Boulevard was already lined with 2000 palm trees and other ornamental shade trees, and praising the fact that building restrictions in North Sacramento prevented the development of objectionable business enterprises such as saloons.^{viii}

In 1913, the North Sacramento Land Company sought to induce further growth by forming the first power and water companies in the area. They also subsidized passenger service on the Northern Electric Railway (later known as the Sacramento Northern), which had built a line through the area in 1907 as part of its passenger and freight service between Sacramento and Chico. Stops were eventually established at North Sacramento, Arcade and Del Paso Heights.

Between 1913 and 1916 the population of the North Sacramento area grew from 80 to 1,600 residents. In 1916, the North Sacramento Land Company reported that the area featured "two schools, five stores, 300 homes, 10 miles of concrete and macadam highways and 10 miles of water mains."¹² That same year a the wooden trestle bridge across the American River which had linked Sacramento to North Sacramento was replaced by a concrete bridge allowing for easy automobile access to downtown.

District 1000 Reclamation Project

Despite such inducements, the growth of the entire area north of the American River area was limited by the threat of yearly flooding. Lying within the American Basin, this area was not only subject to floods, it was also a natural drainage area and characteristically quite swampy. In response to this flooding problem area landowners, led by Natomas Consolidated of California (successor to Natomas Water and Mining Company), formed Reclamation District 1000 (RD1000), whose jurisdiction governs the west bank of the Natomas East Main Drainage Canal (now known as Steelhead Creek). This canal was the natural overflow channel for the American River and other local tributaries including Arcade Creek, Dry Creek and the Bear River. The company's intent was to reclaim the swampy area west of the canal, and sell it for farmland. The east side of the canal was initially partially protected by the Western Pacific Railroad tracks and levee constructed in 1910. The American River Flood Control District, which is responsible for the east side of the canal, expanded this levee in the 1930s.

The construction of the new levee system of RD1000 began in 1912. The levees, cross canal, drainage and irrigation canals and ditches were completed between 1914 and 1915. Clamshell dredges and draglines did the heavy work, the suction dredge filled the trough between two earth dikes with sand, and the finishing work was done by horse and mule teams with scrapers. Work continued twenty-four hours a day, with teams of men living on site in camps or on sledges that could be towed alongside the work. The drainage system consisted of 125 miles of ditches and canals and two large pumping plants. The RD1000 reclamation project was the largest private enterprise of its kind in the United States up to that time. The project is significant in the technological history of the state, and transformed the area north of the American River into rich and viable ranch and settlement land.

The success of flood control efforts spurred the sale of residential lots and growth of population in and around North Sacramento. In addition, the arrival of various new industries along the northern banks of the American River served to draw new residents to the area. Of particular note was the establishment during World War I of Liberty Iron Works, a multi-million dollar aircraft production business located at the corner of Globe Avenue and Del Paso Boulevard. In 1914, the Swanston Meat Packing Plant was built on what is now Arden Way just west of the Southern Pacific Railroad tracks.

Incorporation of North Sacramento

In 1924, the City of North Sacramento, which included the Del Paso Heights community, was officially incorporated with an estimated population of around 3,000 residents in an area of approximately three-quarters of a square mile. By that time, the new city had its own city hall, police station, fire department, schools, library and other municipal services.

Growth continued in North Sacramento during the next decades. The widening of the 16th Street Bridge between Sacramento and North Sacramento in 1934 allowed a greater volume of traffic into the area, promoting considerable new residential development north of the American River. Del Paso Boulevard became one of the most heavily traveled thoroughfares in the Sacramento area, and retail trade and industry flourished.

Following World War II the rapid growth of Sacramento led to the further development of the area north of the American River. Many of the residential structures within the Project Area were built between 1945 and 1950.

Construction of Highway 160

However, a development took place that drastically altered the direction of growth and prosperity in the Project Area and North Sacramento. At the end of the 1940s, a new highway was constructed, now known as Highway 160, which took traffic from downtown Sacramento around North Sacramento to the south, and then the east, and then out Auburn Boulevard. The hundreds of automobiles that passed through North Sacramento every day on Del Paso and enriched its businesses were suddenly gone. Del Paso Boulevard, North Sacramento and Del Paso Heights went into a steady state of decline. A 1997 survey of a limited number of homes in West Del Paso Heights showed that of the 60 homes in the survey area, 17 (28%) were built between 1945 and 1950. After that time, only two houses were built. Additionally, industries such as Liberty Iron Work and Swanston Meat Packing were also gone.

Annexation

By the early 1960s, increasing pressure was being brought on North Sacramento to consolidate with the larger City of Sacramento. The idea of consolidation had been proposed as early as 1929, at a meeting called by the North Sacramento Chamber of Commerce, motivated by the belief that flood control could be more easily achieved if the two cities combined forces. Although consolidation of the two cities did not occur at this time, pressure for the two cities to merge continued to grow for the next thirty years. Throughout this period, North Sacramento was gradually surrounded by the City of Sacramento owing to its rapid growth and subsequent annexations. An election was held in September 1963 on the consolidation issue and consolidation went down to defeat. The following June a second election was held and this time consolidation won by a narrow margin, resulting in the consolidation of the two cities.

HISTORIC RESOURCES WITHIN THE PROJECT AREA

Physical Description and Character of Project Area

The portions of Del Paso Heights and Nuevo Del Paso neighborhoods within the Project Area are mostly residential in composition. There are commercial establishments along Marysville, Rio Linda

Boulevards and Norwood Avenue, with most of the commercial activity within the Project Area occurring along Marysville. Business activities are generally minor in scope, largely comprised of small businesses. There are some new public buildings, and a small collection of rather recently constructed office buildings on Marysville Boulevard within the Project Area. The Grant Union High School campus lies within the Area, near Marysville Boulevard, primarily surrounded by a mixed residential community.

The Project Area is somewhat divided into two segments by the north/south parkway strip adjacent to Los Altos Avenue, that was the former right of way for the Sacramento Northern Railway.

The western segment roughly bounded by Norwood Avenue on the west and Altos Avenue on the east encompasses the location of the 1997 Sacramento Housing and Redevelopment Agency Nuevo del Paso project. Overall, this portion of the Project Area contains a substantial mixture of differently aged houses in varying stages of physical condition, most of which are modest in size and design, and have been altered.

The mixture of 1960s and newer houses contrasts with scattered residences that were constructed prior to 1950. In 1997, this area contained houses about 60% of which dated between the teens and 1940. One house was built during World War II, and another 28% were constructed between 1945 and 1950. The area contains a number of vacant parcels, many of which have been cleared of earlier dwellings. Remaining houses are mixed in age and architectural style derivations, and almost all have experienced some alteration from their original appearance. The few pre-1950 houses that have not been altered or remodeled are very modest builder or "pattern-book" houses of their era, be it the 1920s or the 1940s. After the Highway 99 east and Highway 40 freeway bypass of the area was constructed, new construction and development in this area diminished dramatically until the late 1990s.

The increase in regional population and accompanying land values in other areas of Sacramento have generated some new interest in housing construction in this area, and the Del Paso Nuevo project has resulted in the construction of a tract of new residences within the area, now occupying some of the vacated land. This development appears to have generated some new individual construction as well.

The Project Area segment east of the Parkway is comprised generally of small parcels and modest residential buildings, without some of the larger parcels existing in the western segment. There are some large new institutional buildings and private office buildings along Marysville Boulevard, and near the High School campus, but the main composition of this area is small residences.

The area contains several different groupings or small tracts of houses originally built alike or similar to each other, and executed as a group in a particular image or style.

- **Cottages and bungalows from the 1920s**

One of these groupings consists of several groups of small cottage/bungalows built between the late teens and 1930s, with similar forms, facades and sizes. These small houses reflect their Craftsman and classical revival origins in terms of form and materials, but contain little original ornamentation. They are largely surfaced with tiered redwood 'rustic' drop siding.

Some of the standard designs within this era have 'battered' or slanted front porch supports, and brackets or knee braces in the gable ends, reflecting their Craftsman origins.

Almost all of these houses have been altered to greater or lesser degrees, some to the point that their original construction dates are totally obscured.

- **Minimal traditional houses**

There are a number of small houses in the Project Area built as tracts or groupings in the 1940s up to the early 1950s. Houses in these groupings generally have a dominant front gable, chimneys, and stucco surfaces. Façade windows flank a small entry porch in the central portion of the building. The principal segment of the building is generally side-gabled. These houses employ simplified versions of earlier building forms but lack traditional detailing and distinctive design elements. These modest houses are provided with one-car garages, indicative of the era when economics dictated that automobiles were generally limited to one per family. Most of these houses have been altered.

- **Moderne-inspired concrete block residences**

Another residential building type is the concrete blockhouse with Moderne design influences. These are small and one story in height, but window and often door openings are framed with blocks that have rounded corners, reflecting Moderne motifs. Another characteristic of these houses is the use of multi-paned metal industrial-type windows.

The noted architect Frank Lloyd Wright focused his practice for a time on the development of modestly priced 'Usonian' residences constructed of concrete blocks of his design. Although concrete block had been used as a building material prior to this time, Wright created new designs and uses for the inexpensive blocks. His innovative designs elevated the mundane building material to a new status as an acceptable 'new' design media.

- **Basic 'Contemporary' Design of the 1950s-1960s**

Architecturally, this era came to be characterized by a composite of design images derived largely from the work of Richard Neutra, Philip Johnson and Mies Vandrohe. A far-reaching new residential concept that combined simple, functional 'international' modes and 'contemporary' design from the Netherlands and Scandinavia, emerged in Europe during the 1920s and 1930s, and immigrated to the United States during the 1940s and 1950s. Early residential interpretations in the United States translated into a style characterized by flat roofs, rectangular design components, large expanses of window, simplistic "pure" design and a sensitivity to the placement of solids and voids within a design context. Ornamental and decorative design features from past styles were excluded from the rectilinear and 'functional' design images. This general design approach became identified in U.S. residential work as 'contemporary' design, and was expressed widely in homes ranging from expensive architect-designed residences to small tract homes. This building type was adopted by a few local contractors and designers, and executed in a few tract-like developments in the Sacramento area, generating the nickname of "flat top" houses.

A few small groupings of such residential "flat-top" housing designs were constructed in the Project Area, contributing yet another basic evolutionary design theme to the mixed architectural character of the Project Area.

- **Public Housing Development**

It appears that a public housing development was introduced to the area, probably during the late 1940s-early 1950s, that provided for the construction of a number of very similar residential units

whose design image was characterized by shallow gabled roofs, a stucco exterior surface with clay tile wainscoting on the façade and/or sides of the houses, metal casement windows, and metal sash windows. The Project Area contains a number of these houses, most of them altered in one way or another.

- **Later Housing Development**

During the 1970s and 1980s, groups of modest residences whose design reflected construction design of that era were added to the mix of age and styles in the Project Area.

A few residences within the Project Area reflect their origins as movable modular units.

- **Grant Union High School.**

This facility is comprised of a variety of buildings of different ages and origins, from the original school facility construction and Moderne design of the late 1930s, to the present.

- **Churches**

There are a number of small churches in the Project Area neighborhoods, reflecting a spectrum of age and design. Most appear to have been converted from existing residences and modified to meet the new use.

During the Reconnaissance Surveys, a few buildings of limited note were identified, either as relatively unaltered or good representatives of their building design and type. Differentiation of these identified buildings from the remaining body of buildings within the Project Area is based on minor degrees of interest between them. The buildings are listed in the following preliminary initial reconnaissance list, which is not to be considered as a complete or final identification of buildings of interest:

- **960 Grand;** example of Period Revival design with fewer alterations than most other examples of the style in the Area
- **3900 Cypress;** building very altered but has water tank structure at rear that may indicate an early construction date
- **3945 Balsam;** representative example of concrete block house
- **1114 South;** representative example of modest Craftsman design, with porte cochere
- **1132 Rivera;** representative example of modest 1920s bungalow with original windows, siding and battered window moldings
- **3333 High;** representative example of simple bungalow of 1920s
- **1424 Congress;** combines some Prairie School and Craftsman influences
- **1514 Nogales;** fairly unaltered representative example of simple bungalow
- **1431 Los Robles;** fairly unaltered representative of bungalow
- **1334 Congress;** building surfaced with river rock
- **1336 Congress;** building surfaced with varied rock, stones and brick, contains rock arch

REGULATORY FRAMEWORK

Historic and Prehistoric resources of importance throughout the City and County of Sacramento are inventoried and governed by national, state and local laws and regulations. The regulations that apply to cultural and historic resources in the City are discussed below.

Federal

The National Historic Preservation Act of 1966 established the National Register of Historic Places as the official national listing of important historic and prehistoric resources worthy of preservation. The National Register includes districts, sites, buildings, structures, and objects with local, regional, State, or national significance. The definition of historic property includes "any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register." (Advisory Council on Historic Preservation, 1986.) A historic property must meet specific criteria to be considered eligible for listing on the National Register of Historic Places.

State

The State Historic Resources Commission and Office of Historic Preservation (OHP), within the Department of Parks and Recreation, administer the State's historic preservation programs. The OHP oversees State agency compliance with State preservation statutes and programs, administers federal preservation programs in California and administers State programs such as the California Register of Historical Resources. The California Register is a guide to identifying the State's historical resources and establishes a list of those properties that are to be protected from substantial adverse change (Public Resources Code Section 5024.1).

Sacramento City Historic Preservation Regulations

Title 15 of the Sacramento City Code provides for the identification and protection of significant historic resources in the City. At the conclusion of two earlier surveys, one of pre-1920 Residential Structures, and one of pre-1942 Non-Residential Structures within the "Old City" area bounded by Alhambra Boulevard, the B Street levee, the X Street freeway and Sacramento River, the City Council designated by ordinance certain structures and preservation areas for listing in the City's Official Register of Historic Structures and Preservation Areas (Official Register.) Some structures on Del Paso Boulevard were also included in the Register. This Register classifies individually listed properties into "Essential" and "Priority" structures, with "Essential" being the highest class. Protections of Essential Structures cover significant interior spaces and features as well as exteriors of structures. Protections of Priority structures cover only the exteriors of buildings. The Design Review and Preservation Board's (DRPB) approval of applications to alter individually listed structures are based on compliance with the Listed Structures Plan and the Secretary of the Interior's Standards for Rehabilitation. DRPB approval is required prior to issuance of a building permit. Historic structures listed in the Official Register are eligible for review under the provisions of the State Historical Building Code.

Pursuant to Title 15 of the City Code, the City has also established a preservation program to protect and maintain the character of architecturally, historically, and culturally significant structures

and sites within the City of Sacramento. New development is directed toward achieving compatible new construction that enhances existing historic values rather than diminishing them.

City of Sacramento Preservation Element

The City of Sacramento adopted a Preservation Element in their General Plan in April 2000. The overarching goal of the Preservation Element is:

“To retain and celebrate Sacramento’s heritage and recognize its importance to the City’s unique character, identity, economy, and quality of life.”

The Element is further divided into six major goal and policy sections, each with a single goal and many policy statements to achieve the stated goal. Applicable goals and policies are as follows:

Goal A: To establish and maintain a comprehensive citywide preservation program

Applicable policies under this goal include:

- Policy A.1: The City shall promote the recognition, preservation and enhancement of historic and cultural resources throughout the city.
- Policy A.2: The City shall promote the preservation, restoration, enhancement and recognition of historic and cultural resources. Historic and cultural resources include not only sites and structures, but also features such as infrastructure (e.g. bridges, canals, roads, and trails), signs, landscaping and trees, open space areas, lighting and hardscape (e.g., sidewalks, paving) that are important to the overall context.
- Policy A.5: The City shall coordinate with SHRA, other City departments, and the State Office of Historic Preservation to ensure that Section 106 of the National Historic Preservation Act review and compliance activities are carried out appropriately.

Goal B: To protect and preserve important historic and cultural resources that serve as significant, visible reminders of the city’s social and architectural history

Applicable policies under this goal include:

- Policy B.2: The City shall review new development, alterations and rehabilitation/remodels in design review areas, preservation areas and other areas of historic resources for compatibility with the surrounding historic context.
- Policy B.4: The City shall work with its partners on the local, state and federal levels to ensure that historic preservation rules and regulations are implemented.
- Policy B.6: The City shall promote the conservation of historic neighborhoods to encourage preservation of structures and other features. In these areas, the City shall encourage the maintenance or re-conversion of parkway strips to landscaping, maintenance and replication of historic sidewalk patterns, use of historic street lamps and street signs, and maintenance or restoration of historic park features.

Goal D: To foster public awareness and appreciation of the City’s heritage and its historic and cultural resources.

- Policy D.1: The City shall support and recognize private and public preservation work and awareness ceremonies.

- Policy D.2: The City shall encourage identification of historic resources through plaques and markers.

Goal E: To identify and protect archaeological resources that enrich our understanding of the early Sacramento area (Goal E).

- Policy E.3: The City shall not knowingly approve any public or private project that may adversely affect an archaeological site...
- Policy E.5: The City shall encourage the preservation and display of archaeological artifacts in public buildings.

4.7.2 ENVIRONMENTAL IMPACTS

METHODOLOGY

This report is based on several reconnaissance surveys and limited historic research of the Project Area. The entire area was reviewed on site by an architectural historian. Notes were made and physical characteristics of the Project Area and its buildings were identified, forming the base of the Description section. Historic research was conducted in order to prepare the Project Area Overview.

THRESHOLDS OF SIGNIFICANCE

The CEQA Guidelines define a "substantial adverse change in the significance of an historical resource" to mean "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired" (CEQA Guidelines, §15064.5, subd. (b)(1)).

CEQA Guidelines, §15064.5, subdivision (b)(2), defines "materially impaired" for purposes of the definition of "substantial adverse change..." as follows:

The significance of an historical resource is materially impaired when a project:

- Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or
- Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to §5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of §5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
- Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA. (CEQA Guidelines, §15064.5, subd. (b)(2).)

Impacts were considered significant under CEQA if the Redevelopment Plan implementation activities would result in an effect that may change the significance of the resource (Public Resources Code Section 21084.1), such as demolition, replacement, substantial alteration and relocation of historic properties.

IMPACTS OF THE PROPOSED PROJECT

Impact 4.7-1 Loss or Degradation of Undiscovered Prehistoric and Historic Resources.

Implementation of the Redevelopment Plan 6th Amendment would include ground disturbing activities such as infrastructure improvements, grading and trenching for development. No documented historic-era archaeological sites have been recorded in or adjacent to the Project Area. Prehistoric cultural resource issues in the City of Sacramento area are addressed through the City's environmental review and permit processing procedures. The City Planning Division maintains a map of known prehistoric archaeological resources and archaeologically sensitive areas. When development is proposed in one of these areas, an archaeological report may be required to be appended to any entitlement application and the City's standard archaeological resource mitigation measures may be required as a condition of approval. According to the NCIC, possible areas of prehistoric use may occur along Arcade Creek and its tributaries. Unfortunately, these places have been graded and built upon, thereby making surface inspection impossible and increasing the likelihood that the deposits have been destroyed. Although the likelihood of encountering cultural remains during construction is low, such disruption would likely result in the permanent loss of potentially important cultural resource data. Therefore, this is considered a *potentially significant impact*.

Mitigation Measures

- 4.7.1:** Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, human remains, or architectural remains be encountered during any development activities, work shall be suspended and a qualified archaeologist shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less than significant level before construction continues. Such measures could include (but would not be limited to) researching and identifying the history of the resource(s), mapping the locations, and photographing the resource. In addition, pursuant to Section 5097.98 of the State Public Resources Code, and Section 7050.5 of the State Health and Safety Code, in the event of the discovery of any human remains, all work is to stop and the County Coroner shall be immediately notified. If the remains are determined to be Native American, guidelines of the Native American Heritage Commission shall be adhered to in the treatment and disposition of the remains.

Significance after Mitigation

Less than significant.

Impact 4.7-2 Potential removal, destruction or alteration of historic structures

The original Grant Union High School facility built in 1938 should be researched and evaluated as to its architectural and historic significance and potential eligibility for local or State Register listing. However, the 6th Amendment does not propose any activities that would affect the high school

facility. In addition, there do not appear to be any residential buildings of potential eligibility for listing in the National Register of Historic Places within the Project Area, due to substantial loss of physical integrity and limited architectural values. Therefore, redevelopment activities would have a *less than significant* impact on historic resources in the Project Area.

Mitigation Measures

None required.

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Endnotes

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²Oliver, 1.

³Oliver, 15.

⁴Oliver, 20.

⁵Oliver, 23.

⁶From Oliver, 27.

⁷McGowan, Joseph A. Sacramento: Heart of the Golden State. Sacramento: Windsor Publications. 1983.

⁸Toovey, "North Sacramento Overview" 3.

⁹McGowan, 125.

CHAPTER 5.0

ALTERNATIVES TO THE PROJECT

5 ALTERNATIVES

CEQA Guidelines §15126.6 (a) specifies that the range of reasonable alternatives to be included in an EIR must consist of alternatives that "would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project." The project objectives are stated in Chapter 3.0 of this EIR. Alternatives are used to determine whether or not a variation of the proposed project would reduce, or eliminate, significant project-induced impacts, within the basic framework of the objectives. CEQA Guidelines §15126.6 (f) specifies that the range of alternatives is governed by the "rule of reason," requiring the evaluation of only those alternatives "... necessary to permit a reasoned choice." Further, an EIR "... need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative."

Potential environmental impacts for alternatives are provided as a comparison to the proposed project, implementation of the Del Paso Heights Redevelopment Plan 6th Amendment. The advantages and disadvantages of the alternatives to the proposed project are presented. This chapter also identifies the environmentally superior alternative based on the impact analysis in accordance with §15126.6(e)(2) of the Guidelines. If the environmentally superior alternative is the No Project Alternative, then the EIR shall also identify an environmentally superior alternative among the other alternatives. Any significant environmental impacts caused exclusively by an alternative are identified.

5.1 ALTERNATIVES PREVIOUSLY CONSIDERED AND REJECTED FROM FURTHER CONSIDERATION

Two alternatives were previously considered and rejected from further consideration, as summarized below:

- **Alternative Location.** CEQA requires that an alternative location for a proposed project be analyzed if one is available that could lessen potential adverse impacts associated with the proposed project. The objective of Redevelopment Plan amendment is to continue the Redevelopment Agency's ability to alleviate blight and encourage economic recovery in the Del Paso Heights community for an additional 10 years. Because of the nature of the Redevelopment Plan, which is to alleviate blight in this existing Project Area and remove barriers to growth and encourage economic recovery, there are no other locations that could accommodate the project objectives. Implementation of an offsite alternative to the proposed project was deemed not feasible, and no off-site alternative has been considered or evaluated in this EIR.
- **Alternative Public Actions.** During preparation of the 6th Amendment alternative strategies for redevelopment of the Project Area were considered. Based on field surveys and capital improvement plans for the City, Agency staff evaluated alternative public improvements and facilities to be included in the 6th Amendment. It was determined that the list of proposed public improvements and facilities represented the best mix of actions, consistent with the goals and objectives of the Redevelopment Plan, to assist in the redevelopment of the Project Area. This alternative would not have reduced any of the significant effects of the proposed project. It is for that reason that this EIR does not consider an alternative list of public improvements and facilities.

5.2 ALTERNATIVES TO THE PROPOSED ACTION

5.2.1 NO-PROJECT ALTERNATIVE

Under the No-Project Alternative, the Del Paso Heights Redevelopment Plan would not be amended to extend the effectiveness of the Redevelopment Plan from 2010 to 2020, or extend the deadline for receiving tax increment, repaying debt and completing low-moderate housing projects from 2020 to 2030. The proposed public improvements that would be assisted with the Plan and other Redevelopment Plan programs (such as commercial/industrial rehabilitation and low- and moderate-income housing assistance) would not be implemented with redevelopment funding after 2010. The Del Paso Nuevo project would not be completed. The existing ongoing Implementation Programs and Projects that have been funded with current tax increment flows would continue under the Redevelopment Plan to 2010 and then be discontinued. Significant blight remains in the Project Area that would not be eliminated in this time period.

Project Area Development. Land use designations and intensities of development under this alternative must be consistent with the General Plan/North Sacramento Community Plan and zoning. In this regard, the No Project alternative does not differ from the proposed project.

Without Redevelopment Agency action and funding for revitalization, development in the Project Area would be expected to occur at a slower rate than would be the case with the implementation of the Redevelopment Plan. Commercial and residential infill development is stagnant because commercial lots are of inadequate size and residential values are not high enough to support the construction of housing. Under the No Project alternative, Agency powers to assemble suitable sites for development and provide assistance would not be available, thus integrated modern projects with greater community benefits would be less likely to be implemented. The amount of development could be substantially smaller and consist of less varied uses reflective solely of the market demand at a given time. The No-Project scenario would be similar to any aged and blighted urban area, where the Project Area would stay a marginal area with inadequate infrastructure, low lease rates and a deteriorating housing stock. Quality of development would be poor, blight would persist, and the housing stock would continue to deteriorate. Economic activity along the Marysville Boulevard corridor would remain depressed, with increased building vacancies.

Environmental Effects. Because general land use types, densities, and intensities that could be developed pursuant to the amended Redevelopment Plan could ultimately be developed under this alternative, long-term environmental effects associated with the No Project alternative, including traffic increases and noise, are considered potentially similar to those of the project. However, because redevelopment tax-increment revenue would not be available to fund public improvements, this alternative would result in a heavier burden on the City for support of the uses in the Project Area.

Under this alternative, the deteriorated housing, blighted, vacant, underutilized, and marginal commercial uses; vacant properties; inadequate infrastructure; and lack of community facilities would be expected to remain in the Project Area for a longer period of time. During that time, these uses may continue to decline and adversely affect adjacent uses. Less quality affordable housing would be provided without the availability of set-aside redevelopment funds. Less attention

to identifying contaminated sites prior to reuse could result in human exposure to hazardous materials for small business owners. The continuation of these conditions would maintain an undesirable environment for the development of new uses - preventing or substantially delaying the revitalization of the Project Area. This area, close to Downtown Sacramento with good transit, would likely remain underutilized in conflict with the City's and region's goals to promote infill development and reduce demand for development on the urban fringe.

Since the long-term environmental impacts could be comparable to or greater than those of the project while physical blighting conditions are likely to remain for a substantial period of time, and since most blighting conditions are likely not to be eliminated under this alternative, this alternative is considered environmentally inferior to the proposed project.

Relation to Project Objectives: Without redevelopment assistance, development under this alternative may occur haphazardly on smaller sites. Street improvements, drainage and other infrastructure improvements, community facilities, and rehabilitation of housing would unlikely be funded to the extent that these are anticipated to be funded as a result of the amended Redevelopment Plan. The potential for integrated projects of substantial size suitable for portions of the Project Area would be limited, and blighting conditions and influences are likely to remain after 2010. Therefore, this alternative would not achieve the key project objectives.

5.2.2 NO REDEVELOPMENT PLAN - ALTERNATIVE MEANS OF REVITALIZATION WITH PUBLIC FUNDS

This alternative considers utilization of public revenue sources other than tax increment financing to fund public improvements and other actions in the Project Area after 2010. Federal, State, County, and City programs exist that may initiate similar development without the need for redevelopment tax increment financing. These sources of alternative funding typically include mortgage revenue bonds, Community Development Block Grant funds (CDBG), Economic Development Administration funds, State and Federal Transportation Grants, Urban Development Action funds, and revenue bonds. Such funding sources may avoid the potential reduction of service levels for agencies that receive less revenue if full tax increment financing is used. However, some of the potential funding sources are capped each year for the City, such as CDBG funds. Any such funds used in the Del Paso Heights Project Area are funds unavailable to alleviate blight in other parts of the City. In addition, many of these funds require application and competition, and cannot be relied upon to be available consistently over the next 30 years. Under this alternative, the \$13.2 million increase in funds available for low- and moderate-income housing programs and the \$40 million increase in funds for non-housing projects under the amended Plan would not be available.

Project Area Development: If consistently available, these alternative-funding mechanisms could continue to encourage redevelopment within the Project Area beyond 2010. However, these programs do not carry with them the powers of a redevelopment agency to assemble parcels for more modern development patterns, which could restrict the development potential of the Project Area and limit the scope and scale of growth.

Environmental Effects: Since these alternative-funding mechanisms could encourage development in the Project Area, impacts associated with such development would be similar to those of the project. Less development could also occur with the limitations in the funding sources to reduce area blight and consolidate small and irregular parcels, or be delayed by inconsistent

funding. In the immediate Project Area, this could result in lower traffic levels, reduced emissions and less demand on public services such as water, sewer, etc. However, any reduction in localized traffic impacts from less development/lower densities in the Project Area would likely be offset by regional increases in traffic and air emissions as development demand was met further away from the downtown employment center. Therefore, this alternative has mixed adverse and beneficial environmental effects when compared with the project.

Relation to Project Objectives: If consistently and continually available over the amended life of the Redevelopment Plan, with a focused effort by the City, these alternative-funding mechanisms could achieve the key objectives of the project.

However, the City has been investing various grants and other economic development and affordable housing resources into the Project Area for many years, with limited success. Given the recent budget limitations at all levels of government, each of these alternative sources of funds has its own unique limitations on use, application requirements, eligibility, and funding priorities. Both the City and the County also have limited influence over the funding programs operated by other agencies. Thus, the continued availability of outside sources of funding cannot be guaranteed through 2030, the life of the proposed 6th Amendment.

If outside funding mechanisms are relied upon for necessary public improvements, and those funds are no longer available, the necessary public improvements and other actions needed to alleviate blighting conditions in the Project Area may not be undertaken. The lack of necessary public improvements along with increased growth both in the Project Area and in adjacent areas may create new or exacerbate potential significant impacts on existing and new development. In addition, the amendment requires 30% of tax increment to be set aside for the development and improvement of affordable housing. Outside sources of funding may not provide comparable provision for this public need.

Due to the uncertainty of available funding for necessary public improvements and other blight removal actions and lack of a specific housing provision, the achievement of the redevelopment plan goals could not be ensured. Therefore, this alternative, although feasible, is considered unlikely to achieve the key project objectives.

5.3 COMPARISON OF IMPACTS

The following discussion presents a comparison of the impacts of the Alternative Means of Revitalization with Public Funds Alternative and the No Project Alternative to the impacts of the proposed project (amendment and implementation of the Del Paso Heights Redevelopment Plan):

- **Land Use, Plans and Policies.** Under the Alternative Means of Revitalization with Public Funds and the No Project Alternatives, existing development activities could continue to occur in the Project Area at different rates, consistent with adopted plans and policies. Existing non-conforming and deteriorated land uses would be more likely to remain, with no formalized mechanism for their rehabilitation or removal. Lack of infrastructure funding would probably result in the delay of or inability to develop some of the planned industrial and commercial space. While the current General Plan housing and economic development goals would remain in place, achievement of these goals would be attenuated by the lack of infrastructure

improvements, incentives for private sector investment, and 30 percent set-aside funding for housing that would occur under the amended Redevelopment Plan.

- **Transportation/Circulation.** Under the Alternative Means of Revitalization with Public Funds and the No Project Alternatives, lack of or insufficient funding to construct necessary street improvements and provide incentives for new development would probably result in the delay of or inability to develop some of the planned housing, industrial and commercial space in the Project Area. A lower level of new development could result, in the short term, in less traffic within the Project Area. However, cumulative conditions in and surrounding the Project Area would continue to worsen with regional growth. Under the Alternative Means of Revitalization with Public Funds and the No Project Alternatives, the City would have to use other resources to provide the traffic and streetscape improvements proposed as part of the General Plan and Reuse Plan, if available, or delay construction.
- **Air Quality.** Lack of infrastructure funding would probably result in the delay of or inability to develop some of the planned housing, industrial and commercial space in the Project Area. A lower level of new development could result in fewer air quality impacts from construction, including less generation of fugitive dust. The Alternative Means of Revitalization with Public Funds and the No Project Alternatives could result in smaller increases in population and employment, and thus, lower direct emissions of criteria pollutants from stationary and mobile sources in the Project Area. However, the Project Area is considered an infill site where development should occur to reduce vehicle miles traveled in the City. The Alternative Means of Revitalization with Public Funds and the No Project Alternatives could ultimately result in worsened cumulative conditions in the air basin, as development moved outward into areas with lower development costs, resulting in an increase in vehicles miles traveled.
- **Biological Resources.** The Alternative Means of Revitalization with Public Funds and the No Project Alternatives could result in development patterns consistent with the General Plan, and would result in similar impacts to habitat and special status species as the proposed project. Impacts to sensitive species will be dependent upon the size and location of development.
- **Noise.** Under the Alternative Means of Revitalization with Public Funds and the No Project Alternatives, lack of or insufficient funding to construct necessary street improvements and provide incentives for new development would probably result in the delay of or inability to develop some of the planned housing, industrial and commercial space in the Project Area. A lower level of new development could result, in the short term, in somewhat less construction and traffic noise within the Project Area.
- **Cultural Resources.** Under the Alternative Means of Revitalization with Public Funds and the No Project Alternatives, lack of or insufficient funding for housing rehabilitation or to construct necessary street improvements and provide incentives for new development would probably result in the delay of or inability to develop some of the planned housing, industrial and commercial space in the Project Area. A lower level of new development could result, in the short term, in less disruption of cultural resources within the Project Area. However, rehabilitation of buildings over 50 years old consistent with the Secretary of the Interior Standards would help support the survival of historic buildings in the Project Area. Without the funding available with the proposed project, older housing in the area with likely continuing to deteriorate, and more historic fabric would be lost over time.

5.4 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

In most cases, the implementation activities identified with the amended Redevelopment Plan are intended to mitigate existing problems and barriers to planned growth within the Project Area. By providing an additional 10 years of mitigation for existing infrastructure and blight problems caused by the Project Area's declining commercial/industrial corridors, and an additional 20 years of additional funding to improve the Project Area's housing stock, the proposed Redevelopment Plan 6th Amendment is the environmentally superior alternative. Under the amended Redevelopment Plan, inadequate water, sewer and drainage infrastructure may be upgraded, circulation and pedestrian safety will be improved, hazardous materials will be remediated, and dangerous/vacant buildings removed or rehabilitated and reused. Because of the unique nature of the Redevelopment Plan, implementation of the Redevelopment Plan will have an overall beneficial impact on the Project Area. Project specific impacts for construction activities funded by redevelopment will be primarily short-term in nature (i.e., construction noise).

CHAPTER 6.0

OTHER CEQA REQUIRED SECTIONS

6 OTHER CEQA REQUIRED SECTIONS

CEQA requires that each EIR discuss the growth-inducing impacts of a proposed project, the significant cumulative impacts associated with development and operation of the proposed project, and identify impacts that could not be eliminated or reduced to a less than significant level by mitigation measures, as part of the project, or other mitigation measures that could be implemented. This chapter discusses and summarizes the growth-inducing, cumulative, and significant and unavoidable impacts that could result from implementation of the Del Paso Heights Redevelopment Plan 6th Amendment.

6.1 GROWTH-INDUCING IMPACTS

Section 15126.2(g) of the CEQA Guidelines requires that the EIR discuss the growth-inducing impacts of the proposed project. Specifically, CEQA states that the EIR shall: "Discuss ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects that would remove obstacles to population growth (a major expansion of a wastewater treatment plant might, for example, allow for more construction in service areas). Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also, discuss the characteristic of some projects that may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment."

Growth-inducing impacts can result from development that directly or indirectly induces additional growth pressures that are more intense than what is currently planned for in general and community plans. An example of this would be the re-designation of property planned for agricultural uses to urban uses. The growth inducement that may result, in this example, would be the development of services and facilities that may encourage the transition of additional land in the vicinity to more intense urban uses. Another example would be the extension of urban services to a site, which may encourage conversion of non-urban lands to urban lands.

6.1.1 SETTING AND POTENTIAL GROWTH-INDUCING IMPACTS

The Project Area is located in an existing urbanized environment, and includes declining commercial corridors and residential areas in the Del Paso Heights community. The Project Area is surrounded on all sides by urban uses. The implementation of the Redevelopment Plan 6th Amendment would provide tax increment funding for projects such as infrastructure improvements, development assistance, property acquisition, etc., which would eliminate blight and encourage infill development and rehabilitation consistent with adopted plans and policies. It would neither require extension or expansion of services to an area where none is provided nor involve substantial improvements to existing facilities, except where those facilities are upgraded to accommodate planned land uses. The current capacity of most services is sufficient to accommodate growth within the Project Area. Upgrades to utilities in the Project Area are considered improved technology/rehabilitation efforts, not a growth-inducing activity. The ultimate planned expansion of the Regional Wastewater Treatment Plant is expected to be able to accommodate the increased sewer flows. Impact fees have been established by the SRCSD in anticipation of new facilities needed to meet the cumulative

demand of growth in the City of Sacramento, as identified in the Sacramento Regional Wastewater Treatment Plant Master Plan.

Redevelopment activities are consistent with the planned land uses in the Project Area as designated in the City General Plan and Zoning Ordinance. Implementation of the amended Redevelopment Plan would meet the objectives of the City Sacramento, since it is consistent with growth forecasts and land uses as they have been planned in the General Plan and Zoning Ordinance.

Because of new employees transferring within the City and/or to the region, localized secondary impacts may also occur related to an increased demand for housing, public services and utilities. Increases in the need for electricity, gas, water, sanitary sewer, police and other services may create the need for service and maintenance employees. These potential secondary demands are consistent with growth forecasts and land uses, and were considered in the General Plan. The implementation of the Redevelopment Plan 6th Amendment would not result in substantial new demands that were not previously anticipated in adopted plans.

Although implementation of the Redevelopment Plan 6th Amendment would remove impediments to growth, buildout of the Project Area would not exceed planned growth rates, and would not result in substantial regional demands on public services and infrastructure. No growth inducing impacts are anticipated due to implementation of the amended Redevelopment Plan. Growth-inducing impacts would be *less-than-significant*.

6.2 CUMULATIVE IMPACTS

According to CEQA Guidelines Section 15355, "Cumulative impacts refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." CEQA Guidelines Section 15130(a) requires that cumulative impacts are discussed when the project's incremental effect is cumulatively considerable, as defined in Section 15065(c). "Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. Section 15130 of the CEQA Guidelines states that "the discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone."

6.2.1 CUMULATIVE ENVIRONMENT

The CEQA Guidelines provide that a lead agency may describe the cumulative environment by either a listing of pending, proposed or reasonably anticipated projects, or a summary of projections contained in an adopted general plan or a related planning document that describes area-wide or regional cumulative conditions.

For the purposes of this EIR, a projection of cumulative build-out based on the adopted General Plan for the City is used. The cumulative environment projection is based on the Sacramento Area Council of Governments (SACOG) information. This information was developed based on an estimate of full build out of the Sacramento region under adopted plans. Future land use is based upon the latest SACOG Year 2015 projections, developed in conjunction with area municipalities and adopted by SACOG in September 1995. While the data are based on a long-range cumulative

build-out date of 2015, this assumes that all parcels are developed to the maximum allowed intensity by that date, which may or may not occur.

SACOG uses the projected increases in population and employment derived from the build-out to create the SACMET Transportation Model. The SACMET model allows cities and counties in the region to consider the total regional network of traffic in planning for, and evaluating, transportation system impacts. Other effects such as noise and air quality, which are based in large part on vehicle trips, also reflect these cumulative assumptions.

Cumulative impacts resulting from general plan buildout and redevelopment activities in the Del Paso Heights Project Area have been previously analyzed and anticipated by the Sacramento General Plan Update EIR (1986) and the Del Paso Heights Redevelopment Plan (5th) Amendment EIR (1985). Cumulative growth impacts on public services, for example, have generally been anticipated.

- There are 134 acres of developable infill parcels in the Project Area, which if developed to allowable densities could result in an increase in vehicle trips of up to 28 percent over current impacts. Cumulative traffic impacts on Marysville Boulevard cannot be mitigated without displacing existing uses and cumulative additions to congestion on I-80 is significant and unavoidable.

6.3 SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL IMPACTS

CEQA requires the identification of impacts that could not be eliminated or reduced to less than significant levels by mitigation measures, as part of the project, or other mitigation measures that could be implemented. The significant and unavoidable impacts that would result from implementation of the Del Paso Heights Redevelopment Plan 6th Amendment include **cumulative impacts on the roadway system in the Project Area and temporary construction noise impacts on sensitive receptors**. The City noise ordinance provides the best available mitigation of construction noise impacts, although exceedances of noise standards can still occur as discussed above. No additional mitigation is available.

CHAPTER 7.0

EIR AUTHORS AND PERSONS CONSULTED

7.0 EIR AUTHORS AND CONSULTANTS

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- Project Management
- Initial Study/Notice of Preparation
- Introduction
- Summary
- Project Description
- Alternatives
- Land Use and Consistency with Adopted Plans
- Transportation/Traffic
- Air Quality
- Noise
- Biological Resources
- Hazards and Hazardous Materials
- Cultural and Historic Resources
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APPENDIX A

NOTICE OF PREPARATION



NOTICE OF PREPARATION

FROM: Sacramento Housing & Redevelopment Agency
630 I Street
Sacramento, CA 95814

CONTACT: Tricia Powers, Redevelopment Planner

SUBJECT: **NOTICE OF PREPARATION OF A
DRAFT ENVIRONMENTAL IMPACT REPORT**

The Redevelopment Agency of the City of Sacramento ("Agency") will be the Lead Agency and will prepare an environmental impact report for the project identified below. We need to know the views of interested persons as to the scope and content of the environmental information to be included in the EIR. Agencies should comment on the scope and content of the environmental information which is germane to the agencies' statutory responsibilities in connection with the project.

The project description, location, and the probable environmental effects are contained in the attached initial study.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date, but not later than 30 days after receipt of this notice.

Please send your response to Tricia Powers at the address shown above. We will need the name for a contact person in your agency.

**PROJECT TITLE: DEL PASO HEIGHTS REDEVELOPMENT PLAN SIXTH
AMENDMENT**

PROJECT LOCATION: SACRAMENTO SACRAMENTO
City (nearest) County

DATE: September 25, 2002

BY: *Audrey Winters*

Audrey Winters
Agency Environmental Coordinator
PHONE: (916) 440-1330

cc: State Clearinghouse

APPENDIX B

INITIAL STUDY

DEL PASO HEIGHTS REDEVELOPMENT PLAN SIXTH AMENDMENT

INITIAL STUDY

SACRAMENTO HOUSING AND REDEVELOPMENT AGENCY

for the

REDEVELOPMENT AGENCY OF THE CITY OF SACRAMENTO



Prepared for:

*Redevelopment Agency of the City of Sacramento
Sacramento Housing and Redevelopment Agency
630 I Street, Sacramento, California 95814
Contact: Tricia Powers (916) 440-1399 ext. 1441*

Prepared By:

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September 25, 2002

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DESCRIPTION OF THE PROPOSED PROJECT

A. The Project

The proposed project would amend the Redevelopment Plan for the Del Paso Heights Project Neighborhood Development Program Project No. 5 in the Del Paso Heights Redevelopment Area, the "Redevelopment Plan" or the "Project Area") pursuant to Health and Safety Code Section 13333.10 to extend the deadline for plan effectiveness by ten years and the deadline to collect tax increment by ten years for those properties within the project area that remain blighted or that are tied to projects that eliminate blight. This deadline amendment will extend the effectiveness of the Redevelopment Plan from 2010 to 2020, and the deadline for incurring debt from 2020 to 2030. The projects and programs outlined below, which have been reviewed and adopted by the Agency, will continue to be implemented to address the blight on the properties identified.

Extending the time limits as described above will cause secondary changes in the manner the Redevelopment Plan is implemented, as follows:

1. The Agency will increase its contributions to the low- and moderate-income housing fund from 20% to 30% of gross tax increment revenues, pursuant to the California Community Redevelopment Law. These payments would commence upon adoption of the amendment.
2. The Agency will begin to make mandatory payments to various affected taxing agencies, amongst which are the County of Sacramento, the City of Sacramento's general fund, the school district, and other entities. These payments will commence in 2005 as a result of an earlier amendment to extend the time limit for incurring debt.
3. From the first fiscal year following adoption of the Amendment until 2020, no more than 15% of Low- and Moderate-Income Housing Fund deposits (calculated over a five year period) may be spent for persons and families of moderate income, and these funds may only be spent on projects in which 49% or more of the units are for low- or very-low families or persons; except that up to another 5% of housing fund deposits can be spent on persons and families of moderate income if it is matched by expenditures on persons and families of extremely-low income.
4. Beginning in 2020, and except for low- and moderate-income housing funds, the Agency will be prohibited from spending tax increment funds in areas that are identified by the proposed amendment as no longer blighted.
5. Beginning in 2020, the Agency may only spend its low- and moderate-income housing funds on housing for low or very-low income households, except that no more than 15% of the money deposited in the low- and moderate-income housing fund may be used for moderate-income housing. Moderate income housing expenditures must be matched by expenditures on housing for extremely low-income persons or families.

The proposed Amendment does not change any of the Redevelopment Plan's established purposes or goals. However, additional projects and programs that were not previously stated in the Implementation Plan have developed out of the Implementation Plan's purposes and goals which aim to further eliminate blight in the area.

The Redevelopment Plan establishes a set of guidelines and provides the Agency with the authority and tools to eliminate conditions of blight by revitalizing and upgrading the commercial and residential properties and public properties/facilities within the Project Area. At the time the Project Area was originally adopted, a major focus of the Redevelopment Agency was to provide the infrastructure necessary to make the area a functioning, modern neighborhood. Over the period from 1970 to 1990, more than \$8 million of tax increment and federal Community Development Block Grant (CDBG) funds were invested in the upgrading and installation of streets, drainage, water, and sewer systems in the area. During the late 1980s, redevelopment efforts began to focus on improving the housing stock and providing community facilities for the area. Since 1991, the Agency's efforts have also moved towards economic development and facilitating and assisting private commercial development, especially along Marysville Boulevard. In 1996, the Agency adopted a five-year investment strategy, which was to provide a blueprint for Agency activities in the Project Area. That strategy outlined the market conditions in the area, evaluated past Agency projects and programs, and recommended specific strategies for the five-year period.

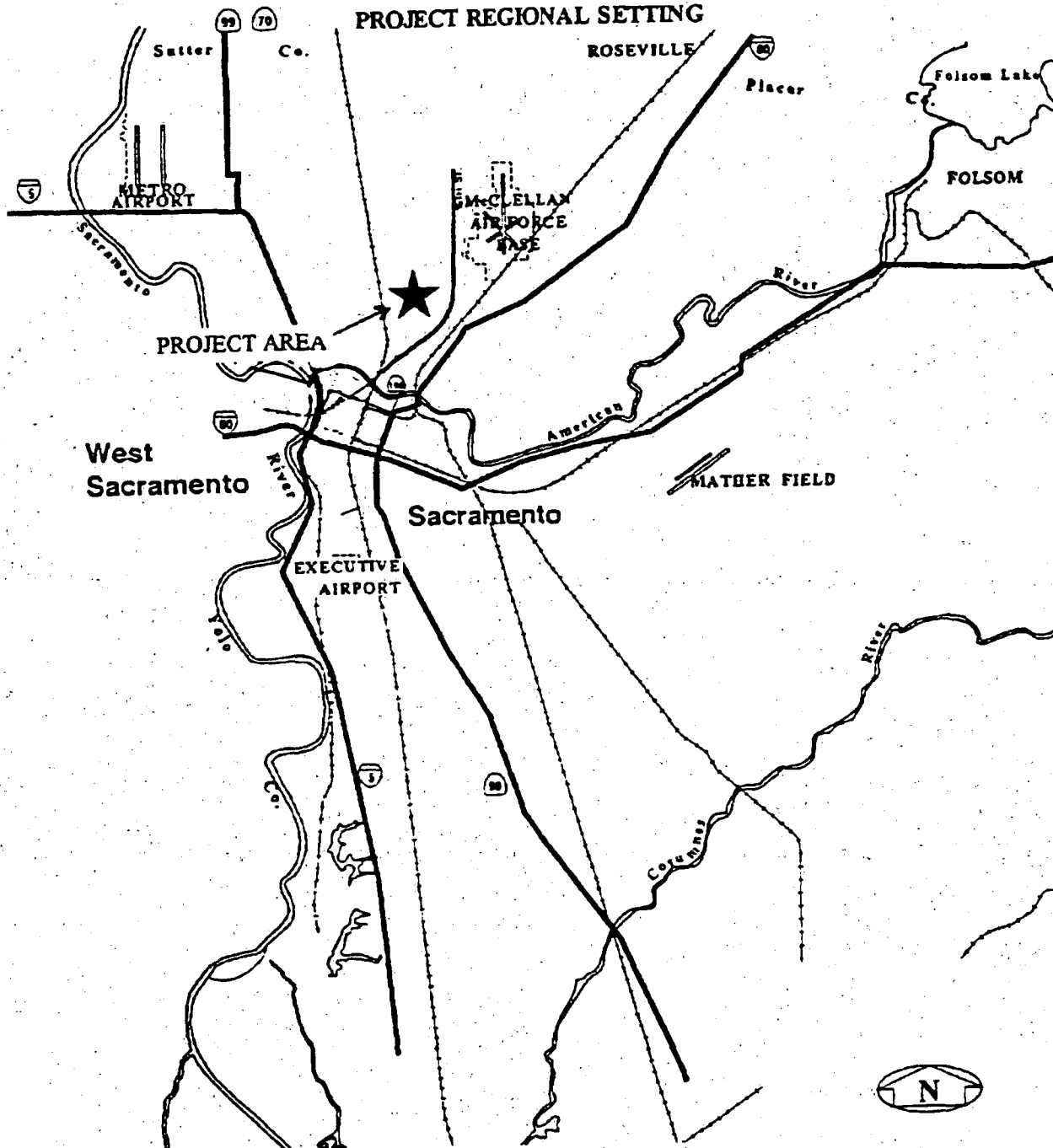
The proposed Sixth Amendment is intended to remove remaining blight and will assist the Agency in continuing these efforts to improve the neighborhoods and the economic base of Del Paso Heights. Over the life of the redevelopment plan, continuing redevelopment activities could include: removal or rehabilitation of buildings characterized by deterioration and dilapidation, faulty or inadequate utilities, defective design and character of physical construction; elimination of parcels of irregular form, shape or inadequate size which make development problematic; incompatible uses; improvements to the circulation system, streets, sidewalks, curbs, and gutters; upgrading the sewer, storm drain, and water distribution systems; and construction of public facilities.

The Sacramento Housing and Redevelopment Agency, for the Redevelopment Agency of the City of Sacramento (herein called "Agency"), is responsible for the preparation of amendments to the Owner Participation and Preference Rules, the Redevelopment Plan, the environmental documentation, and other materials that document the need for redevelopment and the financial feasibility of amending the redevelopment plan.

B. Project Location

The Project Area is located in the Del Paso Heights community of the City of Sacramento (Figure 1). The Project Area is roughly bound by I-80 to the north, Marysville Boulevard to the east, Arcade Creek to the south and Norwood Avenue to the west. The Project Area encompasses 1,028 acres, and is illustrated in Figure 2.

FIGURE 1
PROJECT REGIONAL SETTING



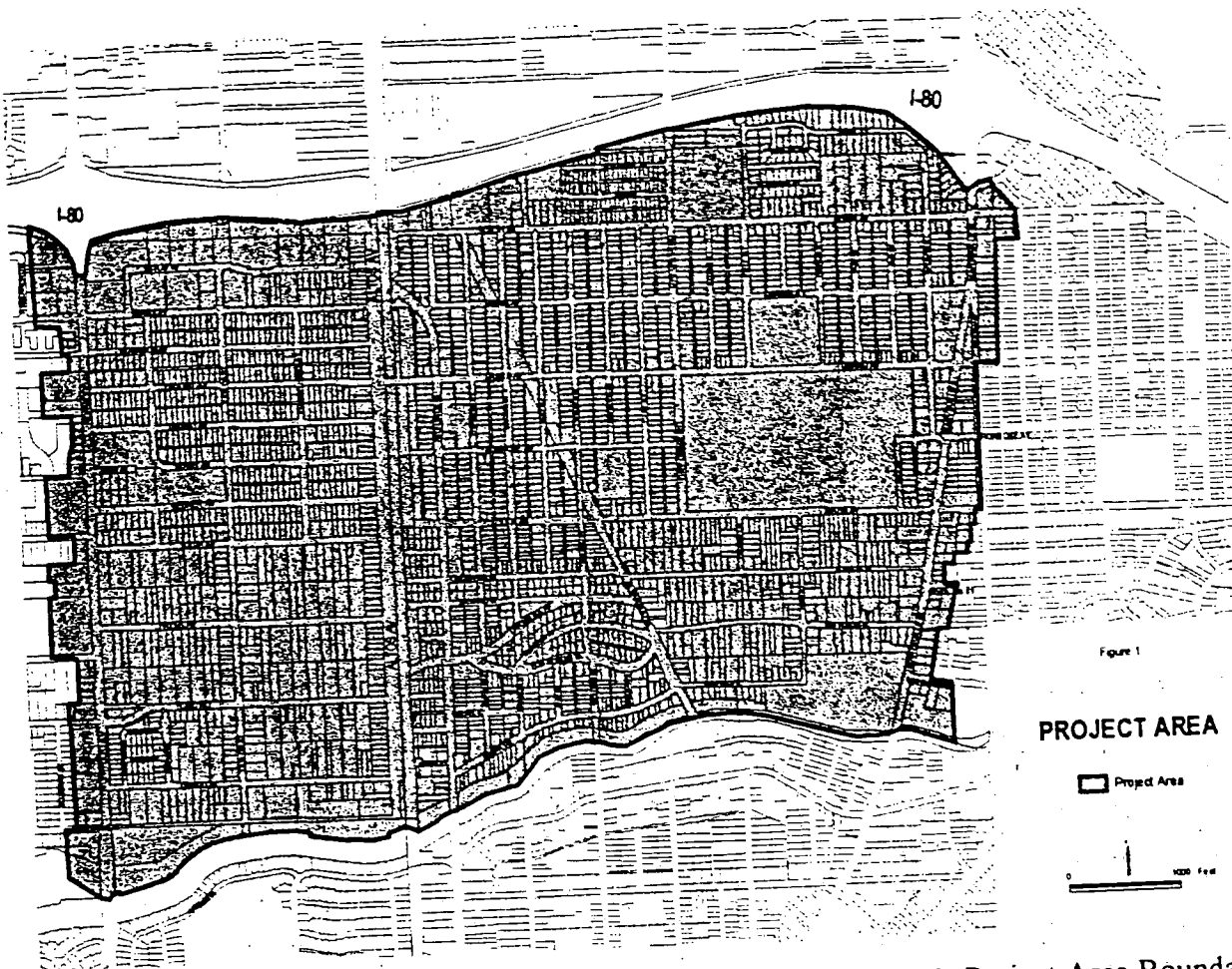


Figure 2: Project Area Boundaries

C. Project Objectives

A redevelopment plan provides an agency with powers, duties, and obligations to implement and further a redevelopment program for the redevelopment, rehabilitation, and revitalization of a project area. It is long-term in nature, thus there is the need to maintain the flexibility to respond to market conditions, property owner and developer interests, and other opportunities as they arise. Therefore, a redevelopment plan does not present a precise plan or establish specific projects for the redevelopment, rehabilitation, and revitalization of a project area. Rather, a redevelopment plan represents a process and a basic framework within which specific plans are presented, specific projects are established and specific solutions are proposed, and by which tools are provided to a redevelopment agency to fashion, develop and proceed with such specific plans, projects and solutions.

Certain goals and objectives, as defined in the Amended and Restated Redevelopment Plan and the existing five-year implementation plan have been identified in connection with the Project. The accomplishment of these goals and objectives will achieve the purposes of the California Community

Redevelopment Law. In general, the goals and objectives of redevelopment in the Project Area are as follows:

1. **Housing Goals:** To provide standard housing for all families presently residing in Del Paso Heights and, at the same time to increase the housing supply. Rehabilitation will be fostered and encouraged where feasible and compatible with Plan objectives. Should clearance of existing structures be necessary, it will be coordinated with the availability of relocation housing. To provide for new housing construction.
2. **Social Goals:** To develop a superior level of community facilities providing for the cultural, health and social needs of the residents. Also, to develop a program maximizing citizen participation in the redevelopment process.
3. **Environmental Goals:** To improve the neighborhood environment and image. To eliminate blighted and blighting conditions. To provide all appropriate amenities to support the basic residential character of the area.
4. **Economic Goals:** To increase and develop economic activity in the area by attracting new business, assisting existing business and enhancing property values. To provide for new housing within the means of the majority of area residents. To enforce a strong affirmative action program with all contractors working in the area. To effect a workable residential rehabilitation program maximizing the improvement of economically feasible properties.

D. **Generally Authorized Programs and Activities**

The existing Redevelopment Plan authorizes the following programs and activities in implementing the above goals:

1. Permitting participation in the redevelopment process by owners and occupants of properties located in the Project Area, consistent with this Plan and rules adopted by the Agency;
2. Acquisition of real property;
3. Management of property under the ownership and control of the Agency;
4. Relocation assistance to displaced occupants of property acquired by the Agency in the Project Area;
5. Demolition or removal of buildings and improvements;
6. Installation, construction, expansion, addition, extraordinary maintenance or re-construction of streets, utilities, and other public facilities and improvements;
7. Disposition of property for uses in accordance with this Plan;

8. Redevelopment of land by private enterprise and public agencies for uses in accordance with this Plan;
9. Rehabilitation of structures and improvements by present owners, their successors, and the Agency;
10. Rehabilitation, development or construction of low and moderate income housing within the Project Area and/or the City; and
11. Providing for the retention of controls and establishment of restrictions or covenants running with the land so that property will continue to be used in accordance with this Plan.

Authorized Public Infrastructure Projects. The Agency is also authorized to install and construct, or to cause to be installed and constructed, the public improvements, facilities and utilities (within or outside the Project Area) necessary to carry out the Redevelopment Plan. Such public improvements, facilities and utilities include, but are not limited to, the following: (1) over- and underpasses; (2) sewers; (3) storm drains; (4) electrical, natural gas, telephone and water distribution systems; (5) parks and plazas; (6) playgrounds; (7) parking and transportation facilities; (8) landscaped areas; (9) street and circulation improvements; (10) flood control improvements and facilities; and (11) other public facilities serving the needs of Project Area occupants.

E. Project Development Characteristics

1. Existing Development

The Project Area is primarily a residential neighborhood with traditional strip commercial uses located along Marysville Boulevard. Smaller commercial nodes also exist along Rio Linda Boulevard and Grand and Norwood avenues. Community facilities are found throughout the Project Area and include four schools, two community centers, four parks, two libraries, and a medical center. The physical building stock, while improved in some instances, remains largely blighted.

In the Del Paso Nuevo area, bounded by South Avenue to the north, Altos Avenue to the east, Arcade Creek to the south and Norwood Avenue to the west, the Project Area is characterized by larger, irregularly-sized rural lots, many of which are vacant and blighted. The Del Paso Nuevo Master Plan Project, a 154-acre master planned neighborhood, was adopted on March 10, 1998. The purpose of the Del Paso Nuevo project ("DPN Project") is to create homeownership opportunities and to create a sustainable community with a variety of lifestyle options and a mixture of land uses and public facilities, and neighborhood services within close proximity to resident's homes. To the extent there are existing structures in the Del Paso Nuevo area outside those recently constructed under the DPN project, few are in good condition and are worth rehabilitating or preserving (*Del Paso Nuevo Infrastructure Report*, Vail Engineering, July 1997). The existing streets in the area - Hayes Avenue, Ford Road, Carroll Avenue, and Taylor Street - are under-improved, 20-foot wide roadways without curbs, sidewalks and gutters, except where the Del Paso Nuevo improvements

have been completed between Norwood and Taylor. Overhead utility lines run along street frontages in unimproved areas. Disjointed and dysfunctional streets generally inhibit vehicular and pedestrian circulation.

In addition, the Marysville Boulevard Urban Design Plan was conceptually approved on May 19, 1998. Street enhancements such as median strip landscaping and intersection paving are currently under construction. Marysville Boulevard is the historic and existing major focus of retail and commercial land use for the Project Area, and is a key traffic arterial that links the neighborhood with Del Paso Boulevard and the Highway 160 connector into the Sacramento Central Business District.

2. Anticipated New Development

The proposed Redevelopment Plan Sixth Amendment, both by the continued removal of barriers to development and by continued direct assistance, may encourage additional development in residential and commercial sectors, to the extent allowed under the City's General Plan. Potential redevelopment assisted activities include the projects and programs outlined in the 2000-2004 Implementation Plan, outlined below. Any additions to this list as a part of this Amendment that were not listed in the Implementation Plan have developed out of the goals and objectives of the Redevelopment Plan and have been identified to further eliminate blight in the Project Area.

The greatest amount of new development that may be encouraged by redevelopment activities is anticipated to occur within the Del Paso Nuevo area. The Agency has received an Economic Development Assistance grant and Section 108 loan funds from HUD to assist in the development of the Del Paso Nuevo project. Revitalization of Marysville Boulevard is also considered key to redevelopment efforts. The Marysville Boulevard Urban Design Plan includes an urban design framework and street beautification project. The ultimate goal for the Marysville Boulevard Commercial Area is a complete economic rebirth of the area through the elimination of blighted vacant parcels, improvement of parking facilities and traffic circulation, enhancement of street lighting, improvement of pedestrian connections and crosswalks, creation of public landscaped areas, street beautification, expansion/retention of existing businesses, and recruitment of new businesses. The Marysville Boulevard Urban Design Plan provides a development guidance tool, establishes the feasibility of catalyst projects and consolidates fragmented parcels for future retail expansion, and provides parking, lighting and landscaping improvements at key commercial intersections.

3. Variation Between Existing Land Use and Project Area Buildout

The following table summarizes the anticipated increase in residential, commercial and industrial development between existing conditions and the projected land use patterns at full build-out of the Project Area in conformance with the Del Paso Heights Redevelopment Plan. With this build-out scenario it is assumed that the land use patterns will change by 2020 to conform to the area's current zoning. Over the next two decades, with redevelopment the Del Paso Heights area can be expected to add 777 single- and multi-family residential units, 599,000 square feet of industrial development, and 56,000 square feet of retail/commercial development.

Projected acres, dwelling units and square footage of build out development were derived through an analysis of zoned land uses as compared to existing land uses. Non-conforming land uses are assumed to transition to conforming land uses. Existing conforming commercial and industrial land uses will not change use, but will change intensity through new construction or expansion. Existing, conforming single-family residential development will not change use, and will not intensify. Multiple family development in single-family zones will not change. Single-family residential uses in multiple family zones will be replaced by multiple family development during the remaining term of the Redevelopment Plan. Commercial development in areas zoned as industrial will transition to industrial. Likewise, residential development in areas zoned for non-residential purposes will transition to the other land use. Public uses will remain as is.

Del Paso Heights Redevelopment Project Area

DIFFERENCE AFTER PLAN BUILD OUT

Land Use Changes	Acres	Dwelling Units	Building Square Feet
Single Family Residential	66.76	397	
Duplex Residential	36.04	306	
Multiple Family Residential	3.29	74	
General Commercial	3.57		92,000
Auto Services Commercial	(3.29)		(36,000)
Industrial	30.24		599,000
Public	0.00		0.00
Institutional	0.00		0.00
Vacant	(134.61)		
Total		777	655,000
Source: GRC Redevelopment Consultants, 2002			

All new residential construction is assumed to be at 6 units per acre for R-1 uses, 12 units per acre for R-2 uses, and 25 units per acre for R-3 uses. Commercial will increase in intensity, with the average floor area ratio increasing from 0.25:1 to 0.30:1. The floor area ratio for industrial development will increase to 0.40:1. These densities and intensities of development are typical of suburban areas dominated by automobile-oriented development along arterial corridors. This general land use pattern is not expected to change significantly in the Project Area.

F. Proposed Projects, Public Improvements and Public Facilities

The central purpose of a redevelopment project is the elimination of blighting conditions and the overall revitalization of the Project Area. The ongoing redevelopment projects, programs and activities of the Agency, identified in the Redevelopment Plan for the Project Area, include: 1) property owner, tenant and business owner participation; 2) construction, reconstruction, and installation of public improvements and facilities; 3) demolition, clearance and site preparation for

the construction of buildings and public improvements; 4) relocation assistance; 5) construction and enhancement of low- and moderate-income housing; 6) property acquisition; 7) property disposition; 8) public and private cooperation; 9) establishment of restrictions and enforcement programs; and 10) other actions as appropriate.

Every five years beginning in 1994, redevelopment agencies throughout the state are required to adopt an implementation plan, which contains the specific goals and objectives of the Agency for the Project Area, the specific programs, including potential projects, and estimated expenditures proposed to be made during the next five years, an explanation of how the goals and objectives, programs, and expenditures will eliminate blight within the project area, and a description of how the Agency proposes to address housing needs in the project area over the next five- and ten-year period. In order to implement this requirement, the Agency adopted an implementation plan for the Del Paso Heights Redevelopment Area as part of the Agency-wide *2000-2004 Implementation Plan* (adopted January 2000).

The projects and programs identified in the Implementation Plan will remain consistent with the projects, programs and activities discussed below. However, since the Implementation Plan covers only the two years following adoption of the Amended and Restated Redevelopment Plan, additional activities within each of the programs have been included and will be implemented in later years of the Amended and Restated Redevelopment Plan.

Redevelopment activities in the Project Area, including public improvements and facilities, will be financed through: tax increment revenues allocated to the Agency pursuant to the Redevelopment Plan; costs borne by private developers; City and County general fund revenues; federal revenue sharing; and any other funding becoming available to the Agency. The Report to the City Council on the proposed Sixth Amendment to the Redevelopment Plan will include detailed explanations of the method of financing and the economics of the project.

The Implementation Plan lists a number of projects that are either underway or pending, including:

PROJECT	Currently Planned/Available or Possible Future Project	DESCRIPTION
Del Paso Nuevo	Currently Planned	300 new homes will be built over the course of a ten-year period. (Phase 1 which consists of 54 homes has been completed)
Marysville Opportunity Site (Medical Arts Building)	Currently Planned	Proposed medical center to serve the Del Paso Heights and North Sacramento communities. The medical center will include medical clinic, medical lab, and administrative offices at the corner of Marysville Blvd. and Nogales St. The project is in the process of being approved by the RAC and the Agency and upon approval the Agency owned land will be conveyed to the private developer for development.

PROJECT	Currently Planned/Available or Possible Future Project	DESCRIPTION
Community Center Remodeling	Possible Future Project	Potential expansion, remodeling and modernization of the Mims Hagginwood Community Center and the Robertson Community Center.
Norwood I-80 Business Park	Proposed	Various improvements to the Norwood I-80 Business Park, including development assistance and land assemblage.
Department of Human Assistance	Current	Facilitate the development of a new County Department of Human Assistance facility in Del Paso Heights.
Opportunity Site: Lot on Marysville Blvd.	Future Project	The Agency is considering the construction of public or private facilities to support the Marysville Corridor in general or the Greater Sacramento Urban League building.
Properties on Rio Linda	Possible Future Project	Acquiring dilapidated multifamily housing units and developing them to remove blight from the project area
Town Center Strategy	Existing	The Town Center Strategy outlines plans for the development and implementation of future development on key sites in order to create a definitive "destination" site. The result of creating a Town Center would be the elimination of blight by addressing obsolete and vacant structures irregularly shaped and inadequately sized lots, and substandard uses and improvements. Furthermore, the redevelopment of this area would result in a focus site within the project area that would draw in businesses and consumers from surrounding communities.

The Implementation Plan also lists a number of programs that are either underway or pending, including:

PROGRAM	Currently Planned/Available or Possible Future Program	DESCRIPTION
Marysville Blvd. Urban Design Planning Implementation	Current (Will have future phases)	Enhance public right-of-way including landscaped medians and corner treatments, street trees and intersection improvements and pavers.
Public Improvements Program	Proposed	To provide funding for the installation or rehabilitation of public amenities and infrastructure throughout the project area. Including, but not limited to curbs, gutters, sidewalks, pedestrian areas, crosswalks, fencing, signage, parking, streets, sewer, and drainage.

PROGRAM	Currently Planned/Available or Possible Future Program	DESCRIPTION
Neighborhood Quality Program	Proposed	Provide the Project Area a means to enhance the quality of life through a comprehensive neighborhood-based approach to improving property management, upgrading property and landscape maintenance, addressing rehabilitation needs, and reducing a high incidence of crime.
Partnership Program	Proposed	The Agency would partner with established property and business owners to address issues that affect Del Paso Heights. The Partnership will offer assistance to local brokers, property owners and government officials in the areas of streetscape improvements, economic development and advocacy. The Partnership would act as an informational resource and effective community advocate. The Partnership program pursues the improvement of the streetscape and encourages economic growth in the area. The Partnership program could include the formation of a Property and Business Improvement District (PBID), under which additional funds can be raised for services and programs to enhance designated business districts.
Community Improvement Program	Proposed	The program would provide both residential neighborhoods and commercial corridors with land acquisition, funding, construction and development assistance for community centers, recreation centers, schools, child-care centers, parks, urban design plans, master plans, streetscapes and facility improvements. (North Avenue Elementary, Del Paso Heights Elementary, GUHS, Mims Hagginwood, Robertson, Mama Marks, Gateway, Nuevo, etc.)
Toxics Remediation Program	Existing	Provides various types of assistance including funding to identify contaminated sites and collaborate with other agencies to eliminate or contain toxic contamination and make more property available for development.
Grow Sacramento Fund	Existing	The Grow Sacramento Fund (GSF) provides favorable loans and other assistance to local businesses that want to grow. Loan proceeds may be used for a variety of business purposes, including the acquisition, construction or rehabilitation of a building, leasehold improvements, machinery and equipment, and long-term working capital.
Commercial Revitalization Program	Existing	The Commercial Revitalization Program provides local businesses along major commercial corridors (Marysville, Norwood, Rio Linda, Grand, and Business Park) with financial assistance for exterior and interior building improvements. The program improves the appearance and viability of commercial buildings, and complements other public and private investment in Del Paso Heights.

PROGRAM	Currently Planned/Available or Possible Future Program	DESCRIPTION
GEO (Youth Education, Entrepreneur Program)	Existing	By combining redevelopment planning and interested youth in the project area a unique partnership can be created that utilizes the creativity of area students with real world project planning and development. This joint effort between the project area youth and the redevelopment agency allows the agency to receive feedback from the community while teaching the participants about the importance of redevelopment and planning for future support and feedback for future projects in the project area.
Property Disposition	Existing	Redevelopment Agencies have the unique ability to acquire land within a project area and forge agreements with private entities for the redevelopment of that land without public bidding or competitive processes, provided it contributes to the elimination of blight in that project area. In addition the Agency may dispose of acquired land for less than its acquisition cost provided public hearings are held to disclose the terms of the sale.

A number of existing housing programs also have promise for continued implementation in the Project Area. These include, but are not limited to, the following activities:

PROGRAM	Currently Available Program	DESCRIPTION
Homebuyer Assistance Program	Existing	The Homebuyer Assistance Program is designed to provide very low, low and moderate-income homebuyers with down payment, closing cost, and mortgage assistance on home purchases in Del Paso Heights.
Boarded and Vacant Program	Existing	The Boarded and Vacant Homes Program is designed to promote the acquisition and rehabilitation of single-family boarded and vacant homes in Del Paso Heights for sale to owner-occupants. Participating developers receive a Developer Fee for resale of qualified homes to qualified homebuyers. Payment of developer fee is provided upon approved completion and sale of home to owner-occupant per executed Owner Participation Agreement.
Vacant Lot Development Program	Existing	The Vacant Lot Development Program is a program designed to help reduce blight, encourage private development and increase homeownership in Del Paso Heights. The Vacant Lot Development Program will pay SHRA qualified developers a developer's fee for the acquisition of vacant land to construct new single family, owner-occupied homes in Del Paso Heights. The fee is earned when the developer sells to a qualified homebuyer.
Emergency Repair Program	Existing	The Emergency Repair Program (ERP) is a program designed to provide grants for emergency/health and safety repairs to single family and mobile home owners in Del Paso Heights.

PROGRAM	Currently Available Program	DESCRIPTION
CalHome Owner-Occupied Rehabilitation Program	Existing	The CalHome Owner-Occupied Rehabilitation loan is a deferred payment home improvement loan designed for low-income homeowners whose homes are in need of repair.
Flexible Property Improvement Loan	Existing	The Flexible Property Improvement Loan is a home improvement loan designed for low-income homeowners whose homes are in need of repair. It may also be used in conjunction with the acquisition of an owner-occupied residence.
Sacramento Home Works! Program	Existing	The Sacramento Home Works! Program provides acquisition and rehabilitation financing or refinance and rehabilitation funds in one transaction.
Multi-Family Housing Lending Program Direct Loan Program	Existing	SHRA utilizes funding derived from several federal and local sources. These funds are used to make direct loans as gap financing to supplement private equity and debt for acquisition and rehabilitation or new construction of multi-family housing developments.
Investment Home Improvement Program	Existing	The Investment Property Improvement Loan is designed to provide low-interest financing for acquisition and rehabilitation or rehabilitation of investment property fewer than 11 units.
Balsam Street Multiple Family Housing Acquisition	Under Study	Acquire residential properties in the 3700 block of Balsam Street to enhance implementation of the Town Center concept. This program is under study at this point.

Other Redevelopment Activities. The above summary of proposed projects and public improvements may not be complete in that other projects may be proposed by the Agency to eliminate blighting conditions, facilitate rehabilitation and development, or to otherwise carry out the Agency's purposes in the Project Area. In addition, the Agency will continue to have various administration and operational requirements associated with carrying out the above programs and activities. These will include program staff, conducting planning and other studies, and securing legal and other technical assistance.

G. Documents Incorporated by Reference

This Initial Study has been compiled from a variety of sources, including published and unpublished studies, applicable maps, aerial photographs, and independent field investigations. The State CEQA Guidelines recommend that previously completed environmental documents, public plans, and reports directly relevant to a proposed project be used as background information to the greatest extent possible and, where this information is relevant to findings and conclusions, that it be incorporated by reference in the environmental document. The following documents are incorporated herein by reference and are listed with numbers which correspond to those in () in the attached CEQA checklist:

1. *Del Paso Heights Redevelopment Plan 5th Amendment Initial Study/Negative Declaration*, Sacramento Housing and Redevelopment Agency, City of Sacramento, October 1998.

2. *Del Paso Heights Redevelopment Plan Amendment Draft Environmental Impact Report*, Sacramento Housing and Redevelopment Agency, City of Sacramento, January 1985.
3. *City of Sacramento General Plan*, City of Sacramento, January 19, 1988.
4. *City of Sacramento Zoning Code*, City of Sacramento
5. *Del Paso Nuevo Project, Environmental Assessment / Initial Study*, City of Sacramento and Sacramento Housing and Redevelopment Agency, February 3, 1998.
6. *Draft and Final Environmental Impact Report, City of Sacramento General Plan Update*, City of Sacramento, Draft EIR is dated March 2, 1987 and Final EIR is dated September 30, 1987.
7. *Air Quality Thresholds of Significance*, Sacramento Metropolitan Air Quality Management District, 1994, First Edition.
9. *2010 Sacramento City/County Bikeway Master Plan*, Environmental Impact Report, County of Sacramento, September 1992.
10. Airport CLUPs for Sacramento County: Mather, McClellan, Metro and Executive Airports.
11. *Official Register Containing Structures of Architectural or Historical Significance*, City of Sacramento, October 6, 1983.
12. *Draft Environmental Impact Report, Land Use Planning Policy Within the 100-Year Flood Plain in the City and County Of Sacramento*, City of Sacramento, September 18, 1989.
13. *Del Paso Nuevo Infrastructure Report*, Vail Engineering for the Sacramento Housing and Redevelopment Agency, July 1997.

The documents incorporated by reference are available for review at the Sacramento Housing and Redevelopment Agency, 630 I Street, and the City of Sacramento, Neighborhoods, Planning and Development Services Division, 1231 I Street, Suite 300, Sacramento, California 95814.

ENVIRONMENTAL ANALYSIS**A. Environmental Factors Potentially Affected**

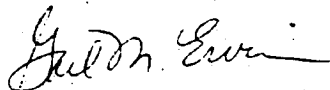
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or "Potentially Significant Unless Mitigated," as indicated by the checklist on the following pages.

<input type="checkbox"/>	Aesthetics	<input checked="" type="checkbox"/>	Land Use and Planning
<input type="checkbox"/>	Agricultural Resources	<input type="checkbox"/>	Mineral Resources
<input checked="" type="checkbox"/>	Air Quality	<input checked="" type="checkbox"/>	Noise
<input checked="" type="checkbox"/>	Biological Resources	<input type="checkbox"/>	Population and Housing
<input checked="" type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Public Services
<input type="checkbox"/>	Geology and Soils	<input type="checkbox"/>	Recreation
<input checked="" type="checkbox"/>	Hazards and Hazardous Materials	<input checked="" type="checkbox"/>	Transportation/Traffic
<input type="checkbox"/>	Hydrology and Water Quality	<input type="checkbox"/>	Utilities and Service Systems
<input type="checkbox"/>	Mandatory Findings of Significance		

B. CEQA Determination

On the basis of the initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- ☒ I find the proposed project MAY have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- ☐ I find that the proposed project MAY have a potentially significant impact or a potentially significant impact unless mitigated impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR OR **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Gail M. Ervin,
GAIL ERVIN CONSULTING

9/24/02

Date

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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CEQA INITIAL STUDY CHECKLIST

AESTHETICS -- Would the project:

- Have a substantial adverse effect on a scenic vista?
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?
- Substantially degrade the existing visual character or quality of the site and its surroundings?
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

AGRICULTURE RESOURCES -- In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?
- Conflict with existing zoning for agricultural use, or a Williamson Act contract?
- Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

- Conflict with or obstruct implementation of the applicable air quality plan?
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation?
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?
- Expose sensitive receptors to substantial pollutant concentrations?
- Create objectionable odors affecting a substantial number of people?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

V. BIOLOGICAL RESOURCES -- Would the project:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
CULTURAL RESOURCES -- Would the project:				
Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
GEOLOGY AND SOILS -- Would the project:				
Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

1. STUDY

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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HAZARDS AND HAZARDOUS MATERIALS – Would the project:

Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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1. HYDROLOGY AND WATER QUALITY - Would the project:

Violate any water quality standards or waste discharge requirements?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level, which would not support existing land uses or planned uses for which permits have been granted)?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Otherwise substantially degrade water quality?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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STUDY

Potentially
Significant
Impact

Potentially
Significant
Unless
Mitigation
Incorporated

Less Than
Significant
Impact

No
Impact

are within a 100-year flood hazard area structures which would impede or direct flood flows?

Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

Flooded by seiche, tsunami, or mudflow?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

LAND USE AND PLANNING - Would the project:

Physically divide an established community?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Conflict with any applicable habitat conservation plan or natural community conservation plan?

MINERAL RESOURCES -- Would the project:

Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

NOISE -- Would the project result in:

Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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II. POPULATION AND HOUSING - Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

1) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

RECREATION --

Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

TRANSPORTATION/TRAFFIC -- Would the project:

Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Result in inadequate emergency access?

Result in inadequate parking capacity?

Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

UTILITIES AND SERVICE SYSTEMS -- Would the project:

Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
result in a determination by the wastewater treatment provider which serves the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

MANDATORY FINDINGS OF SIGNIFICANCE -

Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

☐ ☒ ☐ ☐

Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

☐ ☒ ☐ ☐

Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

☐ ☒ ☐ ☐

DISCUSSION

Section I: Aesthetics

a,b) There are no designated scenic vistas or highways located within the Project Area that could be affected by redevelopment activities. A major objective of the Redevelopment Plan is to eliminate blight and blighting influences within the Project Area that contribute to the disjointed and degraded visual quality of the Project Area. *The Sixth Amendment would have no impact on scenic resources.*

c) The Project Area has been identified in the SGPU and Del Paso Heights Redevelopment Plan as an appropriate location for urban development. The proposed Amended Plan would assist in the upgrading of existing properties and new development, as well as landscape and lighting improvements along Marysville Boulevard.

All redevelopment actions must also comply with the Art in Public Places Program. In 1979, SHRA adopted Resolutions 1750 and 2863, pledging itself "to promote the aesthetic improvement of the City of Sacramento to the fullest extent possible." The Art in Public Places Program requires that development projects with SHRA assistance expend a minimum of two percent of the total project construction costs on aesthetic improvements. Such improvements may be decorative or functional, landscape items, or architectural features. The SHRA currently has an existing memorandum of understanding with the City of Sacramento that designates the Sacramento City Department of Community Services, Metropolitan Arts Division to administer the Art in Public Places Program (Bloom, 1996). *Therefore, the Redevelopment Plan Sixth Amendment would result in a beneficial impact on aesthetics in the Project Area.*

d) Development encouraged by redevelopment activities will result in some increases in light and glare from domestic, commercial, and public lighting. Because the area is already urbanized, the incremental increase in lighting associated with new development will be less-than-significant.

Solar glare created by the reflection of light off building surfaces has the potential to create impacts if it causes distracting glare for drivers on city streets or on nearby freeways. As the sun travels from east to west, areas of glare may be produced as the sun hits the surface of a building and reflects from that surface. The height and width of a structure affects the area of glare. Any development encouraged by redevelopment activities must install lighting in compliance with the City's Comprehensive Zoning Ordinance (Section 17.68.030) standards. These standards ensure that all new lighting reduces light and glare in the project vicinity and that all exterior lighting would be directed away from properly shielded to eliminate glare on existing land uses and roadways. *Light and glare impacts are therefore not considered to have an impact with adherence to City requirements.*

Section II: Agriculture Resources

a-c) Agricultural resources are not located within or adjacent to the Project Area, *thus the proposed Sixth Amendment would have no effect on agricultural resources or operations.*

Section III: Air Quality

a-d) The Project Area is located within the Sacramento metropolitan area which is considered a non-attainment area for selected pollutants. The 1986-2006 SGPU DEIR identified urban emission sources as the primary source for existing air quality problems (SGPU DEIR, Z-6). The federal air quality standards for ozone and particulate matter (PM₁₀) are being exceeded several times per year in Sacramento City and County.

Ozone is a secondary pollutant produced over time by a complicated series of chemical reactions involving nitric oxide, nitrogen dioxide, various organic compounds, ultraviolet light, and normal components of the atmosphere. Ozone problems have been identified as the cumulative result of regional development patterns, rather than the result of a few incremental significant emissions sources (SGPU DEIR, Z-9).

The Sixth Amendment would continue to eliminate barriers to development within the Project Area, encouraging development to proceed up to General Plan and zoning densities. Total Agency engendered development in the Project Area, both new construction and rehabilitation, is anticipated to be 777 single- and multi-family residential units, 599,000 square feet of industrial development, and 56,000 square feet of retail/commercial development over the life of the plan. *The Redevelopment Plan Sixth Amendment and subsequent activities could have a potentially significant impact on air quality.*

e) Development encouraged by redevelopment activities is expected to be typical commercial, residential or retail developments of the area and is not expected to create objectionable odors.

Section IV: Biological Resources

a-f) Except for riparian areas along Arcade Creek, the majority of the Project Area has been previously graded for residential or commercial development. The only jurisdictional waters of the United States are Arcade Creek, which forms the southern boundary of the Project Area.

The Project Area is currently developed with existing structures, and vacant areas of large lot residential or where buildings have been previously demolished. Undeveloped portions of the Project Area support non-native ruderal vegetation and planted trees. Landscaped vegetation is associated with residential units and commercial buildings. Remnant valley oaks in ruderal lots and riparian vegetation associated with Arcade Creek are the main native vegetation types.

No special-status species were observed in the Project Area during the field survey completed for the Del Paso Nuevo project, or identified in the California Natural Diversity Data Base (CNDDB). However, the Project Area provides potential nesting or foraging habitat for raptors including Swainson's hawk and burrowing owl. Swainson's hawk is a state-listed species while the burrowing owl is a California Species of Special Concern. In addition, six special-status plants are considered to have the potential to occur in the Project Area. These include: Sanford's arrowhead, which occurs in freshwater marshes, sloughs and large ditches; stinkbells, which occurs in grasslands on clay or

serpentine soils; Bogg's lake hedge-hyssop, which occurs in marshes and vernal pools; legene and dwarf downingia, which occur in vernal pools; and California hibiscus, which occurs in marshes. Based on the biological survey, stinkbells, Bogg's lake hedge-hyssop, legene, and dwarf downingia are not likely to occur onsite because suitable habitats are not present. Although the potential for occurrence is low, California hibiscus and Sanford's arrowhead could occur in the marsh fringes along Arcade Creek. *The Redevelopment Plan Sixth Amendment and subsequent activities could result in a potentially significant impact on biological resources.*

Section V: Cultural Resources

a. The history of Del Paso Heights can be traced back to the Spanish land grants of the 1840's. The area surrounding the present community was once a large ranch known as Rancho Del Paso, which was subsequently acquired by James Haggin and Lloyd Tevis during the Civil War. The 1,000 acre size of Del Paso Heights is consistent with early Californian ranching operations. Just prior to World War II, the ranch was sold to the North Sacramento Land Company and subdivided into smaller parcels, beginning the area's urbanization.

During World War II the community grew substantially due both to its proximity to McClellan Air Force Base and the need for worker's housing. For many years, Del Paso Heights remained semi-rural in character and had little infrastructure development typical of an unincorporated community. During the 1950's and 1960's, as the wartime economy wore down and the workers left McClellan, Del Paso Heights began to suffer economic decline.

Early subdivisions of the Project Area began in 1911, making way for its development. The construction of residential properties and early growth of the area was spurred by subdivision and transportation activities. The relatively modest size of subdivision lots and their distance from Sacramento priced them within economic reach of working class Sacramentans, and by the mid-1930s almost all of the lots had been sold. Later, the area evidently became a major source of housing for McClellan Air Force Base employees. The extant building stock is almost exclusively single-family residential, with two churches and minor commercial development.

The Project Area currently contains a mixture of pre-1960 houses, a number of houses constructed within the last 15 to 20 years, and many vacant lots, most of which obviously once contained structures that have since been razed or relocated. The remaining "older" houses were largely constructed during the years between 1930 and 1950.

Other historic resource remnants in the Project Area include the Sacramento Northern Railway alignment, which formerly extended along the eastern border where a parkway now exists on the east side of Altos Avenue. The railroad alignment has been abandoned and is currently used as a bike trail. This line ran from Sacramento to Marysville, Oroville and Chico paralleling a portion of Del Paso Boulevard nearby. In addition, Marysville Boulevard was the primary road to Marysville at a time when Marysville was a much more important and active place. *The proposed Sixth Amendment could have a potentially significant impact on historic resources in the Project Area.*

b-d) The physical environment of the Project Area has been greatly altered by human modification over the past 150 years. Specifically, the urbanization of the City of Sacramento has greatly altered the pre-1850 environment. On a larger scale, the deposition of deep alluvial soils over the past 10,000 years has buried any early archaeological resources.

The Project Area is located in an existing urbanized area, which was previously developed with both commercial and residential uses. The Project Area is not located in a Primary Impact Area as defined by the SGPU EIR (Page V-5). There are no recorded pre-historic sites in the Project Area. The City has a standard construction requirement that should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, human remains, or architectural remains be encountered during any development activities, work shall be suspended and a qualified archaeologist shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less than significant level before construction continues. Such measures could include, but are not limited to, researching and identifying the history of the resource(s), mapping the locations, and photographing the resource. In addition, Section 5097.98 of the State Public Resources Code, and Section 7050.5 of the State Health and Safety Code requires that in the event of the discovery of any human remains, all work is to stop and the County Coroner shall be immediately notified. If the remains are determined to be Native American, guidelines of the Native American Heritage Commission shall be adhered to in the treatment and disposition of the remains. *The proposed Redevelopment Plan Sixth Amendment is therefore not anticipated to have an impact on prehistoric resources.*

Section III: Geology and Soils

a) Development encouraged by redevelopment activities could be exposed to potentially damaging seismically-induced ground shaking. However, no known faults or Alquist-Priolo special study zones are located within or adjacent to the Project Area and the Project Area has no significant slopes. During the past 150 years, there has been no documented movement on faults within Sacramento County. However, the region has experienced numerous instances of ground shaking originating from faults located to the west and east. According to the *Preliminary Map of Maximum Expectable Earthquake Intensity in California*, prepared by the California Department of Mines and Geology, Sacramento is located near the border between the "low" and "moderate" severity zones, representing a probable maximum earthquake intensity of VII on the Modified Mercalli Scale. In Sacramento, the greatest intensity earthquake effects would come from the Dunnigan Hills fault, Midland fault, and the Foothill Fault System. The maximum credible earthquake for those faults is estimated at 6.5 on the Richter-scale. Currently, the City requires that all new structures be designed to withstand this intensity level.

Additional development encouraged by redevelopment activities in the Project Area could be exposed to impacts from liquefaction of subsurface soils. Liquefaction of soils could result in partial or complete loss of support which could damage or destroy buildings or facilities. Liquefaction is the loss of soil strength due to seismic forces acting on water-saturated, granular material which leads to a "quicksand" condition generating various types of ground failure. The potential for liquefaction must account for soil types, soil density, and groundwater table, and the duration and intensity of

ground shaking. Earthquakes of the magnitude expected to emanate from any of several nearby faults would be strong enough in the Project Area to induce liquefaction in susceptible sand layers. Per local building requirements, however, site-specific geologic investigations would be required to evaluate liquefaction potential and to recommend appropriate designs in order to avoid major structural damage, thus reducing this impact to less-than-significant.

The City of Sacramento has adopted policies as a part of the General Plan Health and Safety Element which consider seismic related hazards, including liquefaction. These policies require that the City: 1) protect levees and property from unacceptable risk due to seismic and geologic activity or unstable soil conditions to the maximum extent feasible; 2) prohibit the construction of structures for permanent occupancy across faults; 3) require reports and geologic investigations for multiple story buildings; and 4) ensure the use of Uniform Building Code requirements that recognize State and federal earthquake protection standards in construction. Development in the Project Area would not occur across any currently identified fault. In addition, the City requires soils reports and geological investigations for determining liquefaction, expansive soils and subsidence problems on sites for new multiple-story buildings as a condition of approval, and that such information is incorporated into the project design and construction to eliminate hazards. *The policies listed above are required for new construction projects and reduce potential geologic impacts to less than significant levels.*

b) New development in the Project Area encouraged by the redevelopment activities could result in the excavation, displacement, backfill and compaction of a minor amount of soil. Redevelopment activities may also result in the removal of dilapidated structures to accommodate new development on currently vacant land that will result in additional grading, compaction, and overcovering of exposed soils. Minor increases in the volume and rate of water runoff from development encouraged by redevelopment activities may increase offsite soil erosion during future construction periods. Adequate on-site drainage facilities will be required at the project level. Soil erosion would be limited to the construction period of any future development or improvement. This impact would be temporary and would be controlled by standard grading practices.

All grading activities associated with site development within the City of Sacramento are required to follow the Grading Permit requirements defined in the City's Grading, Erosion and Sediment Control Ordinance 93-068 (GESC). The City GESC Ordinance defines the requirements for grading plans, erosion and sediment control plans, housekeeping practices as well as standards for cuts, fills, setbacks, drainage and terracing, and erosion control. These requirements ensure that development sites are graded such that new topography makes a smooth transition to existing adjacent topography. City Ordinance includes grading requirements that control excessive runoff during construction. Developers are required to carry out dust and soil erosion and sediment control measures before, during, and after the construction phase of development. This general permit requires the permittee to employ "Best Management Practices" (BMPs) before, during, and after construction. The City has a list of BMPs necessary to accomplish the goals of this permit, approved by the City's Department of Utilities, Engineering Services Division before beginning construction. *No impact is anticipated to occur due to required compliance with the City's Grading, Erosion, and Sediment Control Ordinance.*

c-e) Soils in the Project Area are categorized as Urban Land and consists of areas covered by up to 70 percent impervious surfaces. Topography is flat, and there are no outstanding topographic or ground surface relief features in the Project Area which would be disturbed as a result of the proposed redevelopment activities.

The Project Area is underlain by Holocene Floodplain deposits (SGPU EIR, T-2), which represent the depositional regime of the area immediately prior to streamflow and drainage changes brought about within the last 135 years. Floodplain deposits are unconsolidated sands, silts, and clays formed from flooding of the American and Sacramento rivers, and these generally are moderately to highly permeable. They are distributed in proximity to the present-day river channels and extend throughout the Central City, South Natomas, and a substantial portion of North Natomas (SGPU EIR, T-1). Exhibit T-4 of the SGPU EIR further indicates that the subject site correlates with the Sailboat-Scribner-Cosumnes soil type, a very deep, somewhat poorly and poorly-drained soil that has a seasonal high water table and is protected by levees. The soils are characterized as nearly level on low and high floodplains.

Soils that have limitations for structural loading, i.e. weak or expansive soils, are scattered throughout the City. These limitations can usually be overcome through soil importation or specially engineered design for specific project construction. Adequate engineering studies will be required at the project level. *The proposed Sixth Amendment would not result in impacts relative to landslides or mudflows, erosion or changes in topography, expansive soils, or unique geologic or physical features.*

Section VII: Hazards and Hazardous Materials

a-c) Some designated uses within the Project Area may use, store, or transport hazardous substances to a limited degree. The Sixth Amendment itself would not result in an increase in unusual or unique risks of explosion or release of hazardous substances beyond that risk typical of commercial or business land uses that may be assisted with redevelopment. State law requires detailed planning to ensure that hazardous substances are properly handled, used, stored, and disposed of, and to prevent or minimize injury to human health or the environment in the event such substances are accidentally released. Federal laws, such as the Emergency Planning and Community-Right-to-Know Act of 1986 (also known as Title III of the Superfund Amendments and Reauthorization Act, or SARA Title III) impose similar requirements.

The Hazardous Materials Release Response Plans and Inventory Law of 1985 (or the Business Plan Act) requires that a business that uses, handles, or stores hazardous substances prepare a plan, which must include: 1) details, including floor plans, of the facility; 2) an inventory of hazardous substances handled or stored; 3) an emergency response plan; and 4) a training program in safety procedures and emergency response for new employees, including annual refresher courses.

In addition, under the terms of State legislation passed in 1989, AB 3777-LaFollette, the responsible local agency is to be provided with a Risk Management and Prevention Plan (RMPP). A RMPP is the sum total of programs aimed at minimizing acutely hazardous substance incident risks. This can

include, but is not limited to: 1) systems safety review of design for new and existing equipment; 2) safety evaluation of standard operating procedures; 3) system review for reliability, both human and equipment/facility; 4) preventive maintenance procedures; 5) risk assessment for failure of specific pieces of equipment or operating alternatives; 6) emergency response planning; and 7) internal or external auditing procedures to ensure that safety programs and safety engineering controls are being executed as planned.

In general, this law requires that users of hazardous chemicals include in their RMPPs a hazards operations analysis (HAZOP) to be performed if specified quantities of approximately 30 acutely hazardous chemicals are used. In particular, the HAZOP must consider the off-site consequence of the release of any acutely hazardous substance, as defined. Should any toxic and/or flammable materials be proposed for any new commercial uses in the Project Area, a disclosure statement must be filed with the Sacramento County Environmental Management Department (SCEMD) which includes a list of these materials, the maximum amounts anticipated and how and where these materials are stored and used. *The Fire Department prepares an emergency plan which contains this information, thereby minimizing the release of hazardous substances in the event of an explosion or fire, and reducing potential impacts to a less than significant level.*

d) Development in the Project Area may involve the recycling of properties, thus future development may be subject to hazards create by contamination resulting from existing or past land uses on a development site or adjacent site. Prior to development on any project sites that have the potential to be contaminated, applicants must coordinate with and obtain approval from the SCEMD. This procedure is required to assure that a proposed development does not interfere with the cleanup of potential groundwater or soil contaminants.

The demolition of older buildings could expose construction workers and the public to carcinogenic asbestos fibers. Asbestos may be present in a variety of forms in the existing structures. If "friable," it could become loose and airborne where it can be inhaled. Loose insulation, ceiling panels, and brittle plaster could be sources of friable asbestos. Non-friable asbestos is generally bound to other substances such that it does not become airborne under normal conditions. In most cases, asbestos in older structures is contained in linoleum, insulation, and similar building materials. These non-friable materials do not present an intrinsic health hazard by their mere presence, because the asbestos is encapsulated in another material. However, any activity that involves manipulation of these materials (i.e., cutting, grinding, or drilling) could release hazardous airborne asbestos fibers.

The City requires that if asbestos fibers are suspected or identified in soils or existing building materials, then additional sampling must be performed prior to any demolition activities to identify asbestos-containing materials that may be contained in building materials or obscured behind walls, above ceilings, and beneath floors. Demolition activities affecting asbestos-containing material shall be performed by a licensed asbestos abatement contractor with properly trained personnel in accordance with all applicable federal, state and local regulations. *The recycling of contaminated properties within the Project Area could result in a potentially significant impact on the public or the environment.*

e,f) The Project Area is not located within safety hazard areas of either private or public airports.

g) Future development in the Project Area and/or redevelopment activities would not interfere with either an adopted emergency response plan or an emergency evacuation plan. *No routes used for emergency access and response would be adversely affected by redevelopment activities.*

h) The proposed Sixth Amendment would not create an increased fire hazard in areas with flammable brush, grass or trees.

Section VIII: Hydrology and Water Quality

c,d,e) The Project Area is located within a developed urbanized area with some existing infrastructure to accommodate existing drainage patterns. There are natural swales throughout the Project Area, and all drain into Arcade Creek along the Project Area's southern boundary. Development occurring as a result of redevelopment activities may alter drainage patterns on individual project sites. Mitigation measures will be identified at the individual project level to accommodate any changes in drainage patterns. The Del Paso Nuevo (DPN) Project's proposed storm drainage system design is intended to accommodate development of the DPN Project Area and improve existing drainage deficiencies in downstream areas. These drainage improvements are nearly complete, and include multi-use parks with detention storage and new storm drainage pipelines.

Additional development encouraged within the Project Area may increase the amount of land covered with impervious surfaces. This overcovering of the land will increase the speed and amount of runoff during storms. Any increase in runoff would be minor and would not be expected to significantly change the amount of surface water in any water body. The City Utilities Department encourages all new construction to include such measures as on-site storage and/or detention of site-generated storm water flows. Adequate drainage facilities will be required at the project level. *The proposed Sixth Amendment would not result in significant changes in absorption rates, drainage patterns, increase in the amount of surface runoff or change in the amount of surface water or direction of flow within local water bodies.*

g-i) The Project Area is mostly located in Zone X of the Federal Emergency Management Agency's Flood Insurance Rate Maps (FIRM), an area protected by levees from a 100-year flood event. A small portion of the Project Area within Arcade Creek, and just north of Arcade Creek around Los Altos Avenue and Ford Road is located with Zone AH, with flood elevations up to 35 feet, as designated on Map Number 060266 0005F, revised July 6, 1998.

Development within a flood zone is regulated by Sacramento City Code Chapter 15.104. These regulations are *"designed to promote the public health, safety, and general welfare, and to minimize public and private losses due to flood conditions in specific areas. This chapter regulates development which is or might be dangerous to health, safety and property by requiring at the time of initial development or substantial improvement methods of protection against flood damage in areas vulnerable to flooding in order to minimize flood damage. This chapter regulates the following developmental impacts: filling, grading or erosion, alteration of natural flood plains, stream channels or water courses, the imposition of barriers which increase flood hazards, or any other impacts that aggravate or cause flood hazards."* All construction and rehabilitation activities

must be consistent with City Code, thus the Redevelopment Plan would have a less than significant impact on flood hazards.

e,f) Construction encouraged by redevelopment would include temporary earth disturbing activities. This could result in a minor increase in soil erosion leading to increased sediment loads in storm runoff, which could adversely affect receiving water quality. Construction activities may contribute organic pollutants during the construction of infrastructure and improvements. Additional contamination may occur from increased traffic as a result of redevelopment activities which may contribute grease, oils, and other materials that may contaminate runoff from streets and parking lots.

All grading activities associated with site development within the City of Sacramento are required to follow the Grading Permit requirements defined in the City's Grading, Erosion and Sediment Control Ordinance 93-068 (GESC). The City GESC Ordinance defines the requirements for grading plans, erosion and sediment control plans, housekeeping practices as well as standards for cuts, fills, setbacks, drainage and terracing, and erosion control. The GESC includes grading requirements that control excessive runoff during construction. Developers are required to carry out dust and soil erosion and sediment control measures before, during, and after the construction phase of development. Implementing accepted dust control practices, revegetating or covering exposed soils with straw or other materials, constructing ingress/egress roads and adopting measures to prevent construction vehicles from tracking mud onto adjacent roadways, covering trucks containing loose and dry soil, and providing interim drainage measures during the construction period are measures intended to minimize soil erosion and fugitive dust emissions.

This general permit requires the permittee to employ "Best Management Practices" (BMPs) before, during, and after construction. The City has a list of BMPs necessary to accomplish the goals of this permit, approved by the City's Department of Utilities before beginning construction. The primary objective of the BMPs is to reduce nonpoint source pollution into waterways. These practices include structural and source control measures for residential and commercial areas, and BMPs for construction sites. Components of the BMPs include:

- Maintenance of structures and roads
- Flood control management
- Comprehensive development plans
- Grading, erosion and sediment control ordinances
- Inspection and enforcement procedures
- Educational programs for toxic material management
- Reduction of pesticide use
- Specific structural and non-structural control measures

BMP mechanisms minimize erosion and sedimentation, and prevent pollutants such as oil and grease from entering the stormwater drains. BMP's are approved by the Department of Utilities before beginning construction (the BMP document is available from the Department of Utilities Engineering Services Division, 5770 Freeport Boulevard, Suite 100, Sacramento, CA). *Soil erosion would be limited to the construction period of the project. Minor increases in the volume and rate of water*

runoff from infrastructure improvements and development would be temporary and would be controlled by standard grading practices and the required BMPs, resulting in a less than significant impact.

b-d) Redevelopment activities in the Project Area would not affect the direction or rate of flow of groundwater. Water supplies are provided by the City of Sacramento through a system of pipelines that currently exist within the streets. Development within the Project Area will not require new withdrawals from groundwater sources or affect aquifers by cuts or excavations. The proposed Redevelopment Plan Sixth Amendment also would not be expected to result in development that requires excavations to a depth that typically require continuous dewatering. The City does not rely on groundwater in this area for its source of public water supply. *As such, the project has no effect on groundwater used for public water supplies.*

f) The Project Area is not in a coastal zone and the topography is relatively flat, therefore there is no hazard from seiche, tsunami or mudflow.

Section IX: Land Use and Planning

The City of Sacramento treats the discussion of land use and planning effects differently from technical environmental issues. Any indirect physical impacts associated with development that may be encouraged by redevelopment activities would be addressed in the appropriate environmental sections of this Initial Study.

a,b) Generally, development encouraged by redevelopment activities will not result in a substantial alteration of the present or planned use of an area. On sites that are currently vacant, development in accordance with existing land use regulations will alter the undeveloped nature of that given site. Some intensification of existing land uses within the Project Area may also occur, especially adjacent to areas opened up by improved circulation. Any intensification that may occur must be consistent with adopted land use policy in place at the time of project approval.

The City of Sacramento General Plan is a twenty-year policy guide for physical, economic, and environmental growth and renewal of the City. The General Plan is comprised of goals, policies, programs and actions that are based on an assessment of current and future needs and available resources. The document is the City's principal tool for evaluating public and private projects and municipal service improvements. The Sixth Amendment to the Redevelopment Plan provides that the major and other land uses to be permitted within the Project Area must be consistent with the City's General Plan, as it currently exists or as it may from time to time be amended, and as implemented and applied by City ordinances, resolutions and other laws.

The currently effective version of the Del Paso Heights Redevelopment Plan specified land uses pursuant to an attached, 1985 General Plan land use map, and did not provide for consistency with the City's General Plan as it may from time to time be amended. The General Plan was adopted in January 1988, and is an update that replaces the previous 1974 General Plan. Since the 1985 Redevelopment Plan land use map was adopted, the City has amended General Plan land use

designations for numerous parcels in the Project Area. Therefore, to the extent the land use maps in the 1985 Redevelopment Plan and the current General Plan disagree, land use changes are being made by the Sixth Amendment. These land use changes were previously approved by the City as General Plan amendments with appropriate CEQA review and compliance.

Major General Plan land use designations for the Project Area include:

- ▶ Community/Neighborhood Commercial & Offices
- ▶ Industrial - Employee Intensive
- ▶ High Density Residential
- ▶ Low Density Residential
- ▶ Medium Density Residential
- ▶ Parks / Recreation / Open Space

All construction in the Project Area must also comply with all applicable state and local laws in effect from time to time, including the City of Sacramento Comprehensive Zoning Ordinance. The purpose of the City's Zoning Ordinance is to regulate the use of land, building, or other structures for residences, commerce, industry, and other uses required by the community. Additionally, it regulates the location, height, size of buildings or structures, yards, courts, open spaces, amount of building coverage permitted in each zone, and population density. The Ordinance also divides the City of Sacramento into zones of such shape, size, and number best suited to carry out these regulations, and to provide for their enforcement, and ensure the provision of adequate open space for aesthetic and environmental amenities. All proposed redevelopment activities generally conform to the Zoning Ordinance. *The proposed Redevelopment Plan Sixth Amendment would be consistent with general plan designations, zoning, and adopted plans and policies.*

c) The Project Area is urban land habitat and no habitat conservation or natural community conservation plans would be affected by development.

Section X: Mineral Resources

a-b) The proposed Sixth Amendment would not result in the loss of availability of a known mineral resource or a locally-important mineral resource recovery site in the Project Area.

Section XI: Noise

a,c,d) Increased vehicular traffic resulting from roadway improvements and development encouraged by redevelopment activities may incrementally increase ambient noise levels on arterial streets and freeways. Construction related noise impacts may exceed acceptable levels and will have potentially significant short-term impacts on adjacent residential development. Construction noise represents a temporary impact on ambient noise which will terminate upon completion of an individual project.

A change in noise levels of less than three dBA is not discernible to the general population. An increase in average noise levels from three to five dBA is clearly discernible to most people, and an

increase greater than 5 dBA is considered subjectively substantial and constitutes a significant noise impact.

The City of Sacramento Noise Control Ordinance sets limits for exterior noise levels on designated agricultural and residential property. The ordinance states that noise shall not exceed 55 dBA during any cumulative 30-minute period in any hour during the day (7:00 a.m. to 10:00 p.m.), and 50 dBA during any cumulative 30 minute period in any hour during the night (10:00 p.m. to 7:00 a.m.). The ordinance sets somewhat higher noise limits for noise of shorter duration; however, noise shall never exceed 75 dBA in the day and 70 dBA at night.

Construction activities, including the erection, excavation, demolition, alteration or repair of any building or structure, are conditionally exempt from the Noise Ordinance. Construction activities are exempt from the noise standard from 7:00 a.m. to 6:00 p.m. Monday through Saturday, and from 9:00 a.m. to 6:00 p.m. on Sunday. Internal combustion engines that are not equipped with suitable exhaust and intake silencers that are in good working order are not exempt.

The City of Sacramento monitored existing ambient noise for Del Paso Heights surface streets at a normalized distance of 75 feet from the center of the roadway (SGPU Exhibit AA-47). The existing noise levels monitored were identified as 67 dBA on both Norwood Avenue and Marysville Boulevard. The City's land use noise compatibility guidelines identify a "normally acceptable" range up to 65 dBA for commercial buildings and up to 60 dBA for residential. A "conditionally acceptable" range for commercial is up to 80 dBA. The SGPU estimates that at General Plan buildout, anticipated noise levels along major roadways in the Project Area would increase to 70 - 71 dBA. With conventional construction, such an increase would still be within acceptable levels for commercial areas. However, ambient noise levels in the Project Area would require mitigation (i.e. soundwalls) to protect residential uses along major streets.

Increased traffic may result in a potentially significant noise impact in the Project Area.

b) There are no proposed redevelopment activities that would result in the exposure of persons to or the excessive generation of groundborne vibrations or noise levels. *Therefore, the proposed Sixth Amendment would have a less than significant impact on groundborne vibration levels in the Project Area.*

e,f) The Project Area is located within two miles of McClellan Air Field. The northeast portion of the Project Area is currently shown within the 60 to 70 CNEL noise exposure contours of McClellan Air Field. Maintenance aircraft activities are being currently assessed by the County, and are a subject of a recent environmental impact report. *Noise impacts from maintenance flight activities are potentially significant.*

Section VII: Population and Housing

Population and housing is considered a socio-economic, rather than a physical impact on the environment. CEQA does not require review of socio-economic impacts, except where a clear chain of cause and effect results in physical impacts. The City has developed policies and plans to provide

or long-term population and housing needs, with documents such as the General Plan and the Del Paso Heights Redevelopment Plan. Socio-economic needs such as low-income housing are addressed by the Amended Plan through the use of at least 30% of all increased property taxes (tax increment) generated to provide for housing in the project vicinity. In addition, individual development projects are required to pay into the Housing Trust Fund, which provides funding for the development of low- and moderate-income housing in the City.

a) Redevelopment activities and development encouraged by redevelopment has the potential to encourage localized daytime population growth in the Project Area's employment market area by providing additional jobs that would otherwise locate elsewhere. Residential infill development and rehabilitation occurring within the Project Area could incrementally increase the permanent population of the area. Increases in population are expected to occur gradually over time as public improvements and development progresses, and be within the anticipated population levels identified in the City's General Plan. There is no change in land use or zoning proposed as part of the Sixth Amendment, nor any major new infrastructure improvements/extensions. *The proposed Sixth Amendment would not result in changes in population beyond those identified in regional and local population projections, nor induce substantial growth.*

b,c) Del Paso Heights/Strawberry Manor was targeted in the 1994 North Sacramento Empowerment Zone Application to the Department of Housing and Urban Development (HUD) as a "Homeownership Zone". By many standards, this area is the most socially and economically distressed area of Sacramento. It has Sacramento County's highest rate of public assistance, and is further threatened by the recent closure of McClellan Air Force Base. There are approximately 3,500 housing units in the area, less than 40 percent of which are owner-occupied. This homeownership rate compares to 57.2 percent for the Sacramento area, 55.8 percent for California and 65.4 percent for the nation. Del Paso Nuevo is the center of the Homeownership Zone, and the centerpiece of SHRA's strategy to increase the homeownership rate from 40 percent to 55 percent by the year 2004. Providing housing for persons of low- and moderate-incomes is an objective of the Redevelopment Plan, which provides assistance in the reconstruction or rehabilitation of dilapidated structures. Some relocation of residents may be required to meet redevelopment goals, such as in areas of severely deteriorated housing which may be beyond rehabilitation. The Amended Plan provides that no persons or families of low- and moderate-income will be displaced unless and until there is a suitable housing unit available and ready for occupancy at rents comparable to those at the time of their displacement. The Amended Plan further provides that permanent housing facilities must be made available within three years from the time occupants are displaced.

Within 30 days of executing an agreement for acquisition and/or disposition of property that would result in the destruction or removal of dwelling units, the Agency must adopt a replacement housing plan. This plan must identify the location of such housing, a financing plan for rehabilitation, development or construction, the number of dwelling units housing person and families of low or moderate income planned for construction or rehabilitation, and a timetable for replacing the units on a one for one basis.

Community Redevelopment Law under the requirements of this Amendment requires that not less than 30 percent (30%) of all tax increment be set aside for preserving, improving and increasing the City's supply of low- and moderate-income housing. From the first fiscal year following adoption of the Amendment until 2020, Low- and Moderate-Income Housing Fund money spent for persons and families of moderate income may not exceed 15% of housing fund deposits (calculated over a five year period), and may only be spent on projects in which 49% or more of the units are for low- or very-low families or persons; except that up to another 5% of housing fund deposits can be spent on persons and families of moderate income if it is matched by expenditures on persons and families of extremely-low income.

Beginning in 2020, the Agency may only spend its low- and moderate-income housing funds on housing for low or very-low income households, except that no more than 15% of the money deposited in the low- and moderate-income housing fund may be used for moderate-income housing. Moderate income housing expenditures must be matched by expenditures on housing for extremely low-income persons or families.

The Redevelopment Plan also imposes an inclusionary housing requirement on all new and substantially rehabilitated dwelling units developed within the Project Area by public or private entities or persons other than the Agency. At least 15 percent (15%) of such units must be available at affordable housing costs to persons and families of low- and moderate-income. Not less than 40 percent (40%) of these units must be made available at affordable housing cost to, and occupied by, very low income households.

The Project Area further benefits from Chapter 17.188 of the City Code, the Sacramento Housing Trust Fund Ordinance, which applies to commercial and industrial development in the City. The Agency requires that a project developer pay in-lieu funds for housing as a condition of an Owner Participation Agreement (OPA) or Disposition and Development Agreement (DDA). The funds are paid to the Redevelopment Agency for use as allowed by the Ordinance. The fee structure and amount is negotiated between the Agency and the project proponent during preparation of the OPA or DDA, and is similar to the requirements of Chapter 17.188. In addition, the Agency uses several programs such as the First Time Homebuyers Program and single and multi-family rehabilitation programs to improve housing in the Project Area.

The proposed Sixth Amendment is not anticipated to alter the location, distribution, density or growth rate of the human population or reduce the supply of low- and moderate-income housing. All low- and moderate-income housing stock removed due to Agency involvement will be replaced through Agency programs. *Therefore, no significant impacts on housing would occur as a result of the proposed Plan Amendment.*

Section XIII: Public Services

a1-5) The City's General Fund and other special collections such as Measure G, state school funds and developer fees provide the financial support to achieve basic safety, school, library and park services. The City does not recognize the level of provision of these services as physical

environmental impacts. The City views fire, police, school, maintenance of public facilities, library and park services as basic social services to be provided by the City. The level of service is based in part on the economic health of the service provider, in this case, the City of Sacramento.

Police/fire personnel, schools, libraries and parks provide a wide range of services that are affected by population increases. These services, however, are not impacted by physical environmental effects created by the proposed Sixth Amendment. Section 15382 of the California Environmental Quality Act Guidelines defines a significant effect on the environment as a substantial or a potentially substantial adverse change in any of flora, fauna, ambient noise, and/or objects of historic or aesthetic significance. An economic or social change is not by itself considered a significant effect on the environment.

Any proposed new development in the Project Area will be required to incorporate design features identified in the Uniform Building Code and the Uniform Fire Code. Both the Police Department and the Fire Department are given the opportunity to review and comment in the Project Area design of any proposed redevelopment project that could affect public or fire safety. The Sixth Amendment would result in elimination of barriers to General Plan growth, thus increasing Project Area population over existing conditions. It would also provide private assistance and public improvements such as housing and commercial rehabilitation, street improvements, a job community center or child care. The need for fire and emergency services, however, should not be substantially increased because the Redevelopment Plan would reduce existing fire hazards throughout the rehabilitation of substandard residential, commercial, and industrial buildings. In addition, efforts to eliminate blight in the Project Area and public facilities and service programs may have a beneficial impact on police service levels. *The incorporation of fire safety measures required by the Uniform Building Code and the Uniform Fire Code and City permitting requirements and Crime Prevention through Environmental Design Program are expected to reduce any physical public safety impacts associated with the redevelopment activities to a less than significant level.*

The proposed Redevelopment Plan Sixth Amendment is anticipated to result in an increase in new housing construction in the Project Area. Such increases could result in an increase in student demand on local schools. Four different school districts serve the Project Area, including the Del Paso Heights School District, Grant Joint Union High School District, North Sacramento School District and Robla School District. All Sacramento area schools are considered to be currently at or over capacity. Any new students added to these districts as an indirect result of the Project would increase existing local school capacity problems. It is important to note, though, that new residential development must be consistent with the City General Plan, and could eventually develop in the Project Area in the absence of the Redevelopment Plan.

The policies and implementation measures outlined below are contained in the City's General Plan (1988). These policies are expected to be sufficient to provide adequate school facilities to accommodate General Plan growth within the Project Area.

Goal A: Continue to assist school districts in providing quality education facilities that will accommodate projected student enrollment growth.

Policy 1: Assist school districts with school financing plans and methods to provide permanent schools in existing and newly developing areas in the City.

Policy 2: Involve school districts in the early stages of the land use planning process for the future growth of the City.

Policy 3: Designate school sites on the General Plan and applicable specific plans of the City to accommodate school district needs.

Policy 5: Continue to assist in reserving school sites based on each district's criteria, and upon the City's additional locational criteria as follows:

- ▶ Locate elementary schools on sites that are safely and conveniently accessible, and free from heavy traffic, excessive noise and incompatible land uses.
- ▶ Locate schools beyond the elementary level adjacent to major streets. Streets that serve as existing or planned transit corridors should be considered priority locations.
- ▶ Locate all school sites centrally with respect to their planned attendance areas.

Goals and Policies adopted as mitigation measures for the City's General Plan Update (1988) were determined to mitigate impacts of growth on schools to less than significant levels. These policies and measures are the responsibility of the City to implement for the Project Area.

Under Assembly Bill 1290, which amended California Redevelopment Law, the State recognized the potential adverse impact on schools from redevelopment, and mitigated that effect by specifically providing a net increase in funding for school capital improvements. The impact of any new residential development on impacted schools in the Project Area would nevertheless be significant, since the districts lack sufficient funds to alleviate existing overcrowding. However, the legislature specifically found in Article 16.5, Section 31, amending Section 33607.5 (g)(2) of the Health and Safety Code, that "(n)otwithstanding any other provision of law, a redevelopment agency shall not be required, either directly or indirectly, as a measure to mitigate a significant environmental effect or as part of any settlement agreement or judgment brought in any action to contest the validity of a redevelopment plan pursuant to Section 33501, to make any other payments to affected taxing entities, or to pay for public facilities that will be owned or leased to an affected taxing entity."

Section XIV: Recreation

a,b) The City's General Fund and other special collections provide the financial support to achieve basic park and recreational services. The City does not recognize the level of provision of these services as physical environmental impacts. The City views park services as basic social services to be provided by the City. The level of service is based in part on the economic health of the service provider, in this case, the City of Sacramento.

Parks provide a wide range of services that are affected by population increases. These services, however, are not impacted by physical environmental effects created by the proposed Redevelopment Plan Sixth Amendment. Section 15382 of the California Environmental Quality Act Guidelines defines a significant effect on the environment as a substantial or a potentially substantial adverse change in any flora, fauna, ambient noise, and/or objects of historic or aesthetic significance. An economic or social change is not by itself considered a significant effect on the environment.

Redevelopment has previously assisted in the recent development of Nuevo and Gateway parks, which include public park space, picnic areas and amphitheater. The Redevelopment Plan Sixth Amendment would further assist in the potential expansion, remodeling and modernization of the Mims Hagginwood Community Center and the Robertson Community Center. The Community Improvement Program would provide both residential neighborhoods and commercial corridors with land acquisition, funding, construction and development assistance for community centers, recreation centers, schools, child-care centers, parks, urban design plans, master plans, streetscapes and facility improvements (North Avenue Elementary, Del Paso Heights Elementary, GUHS, Mims Hagginwood, Robertson, Mama Marks, Gateway, Nuevo, etc.). This would be a beneficial impact of the project. *The proposed Redevelopment Plan Sixth Amendment would not result in any adverse impacts upon the quality or quantity of recreational facilities. Any population growth resulting from redevelopment activities would be consistent with that anticipated in the City's General Plan and previously considered in the SGPU EIR.*

Section XV: Transportation/Circulation

a-b) Major public streets within the Project Area include Marysville Boulevard, Rio Linda Boulevard, Los Robles Boulevard, Norwood Avenue, South Avenue, North Avenue, Grand Avenue, Taylor Street and Altos Avenue. Over the life of the Redevelopment Plan Sixth Amendment, additional public streets, alleys and easements may be created in the Project Area as needed for proper use and/or development. It is anticipated that Project development may entail abandonment and/or realignment of certain streets, alleys, and other rights-of-way. Any changes in the existing street layout would be in accord with the General Plan, the Del Paso Nuevo Special Planning Area, the objectives of the Redevelopment Plan, and the City's design standards. At this time, street improvements on Marysville Boulevard are the only major improvement being proposed, in addition to assistance for those improvements planned for the Del Paso Nuevo area.

Redevelopment activities within the Project Area will encourage a general intensification of commercial, residential and other development. This additional development will generate additional vehicular movements throughout the Project Area and the City over existing conditions. However, the Redevelopment Plan Sixth Amendment will support the Del Paso Nuevo Project, which will result in lower densities than anticipated in the SGPU, thus build-out of the Project Area is anticipated to generate fewer average daily trips than the average daily trips anticipated with the General Plan.

Traffic service is generally characterized by examining peak period operations. Operations are described in terms of the peak hour Volume to Capacity (V/C) ratio, as well as Level of Service (LOS). The V/C ratio indicates the amount of capacity utilized, with 1.0 representing 100 percent

utilization. The LOS provides a letter grade that describes the quality of flow, ranging from the best conditions (LOS A) through extreme congestion associated with at or over-capacity conditions (LOS F).

Traffic conditions are best characterized by the peak hour LOS at signalized intersections, since signalized intersections generally have more limited capacity than mid-block roadway sections. Intersection LOS is usually computed using the "Planning Methodology" from Transportation Board Circular 212, which is commonly used in EIRs and is the method currently preferred by the City. This method provides generally conservative estimates of intersection capacity.

The City of Sacramento has a current policy to maintain LOS C conditions where possible. This policy is more conservative than other jurisdictions, which may accept LOS D conditions (or LOS E at intersections affected by regional traffic such as freeway ramps). At General Plan buildout all Project Area intersections and roadway segments are anticipated to maintain LOS of C or better except for Norwood Avenue, Silver Eagle Road and Marysville Boulevard (SGPU page Y-81). The SGPU estimated that Norwood would carry 25,800 vehicle trips per day at buildout, Silver Eagle Road would carry 22,800, Rio Linda Boulevard would carry 18,900, and Marysville Boulevard would carry 24,300 vehicle trips per day. Without roadway improvements, the SGPU anticipated LOS D on Norwood and LOS F on Silver Eagle. Rio Linda Boulevard would maintain LOS B and Marysville Boulevard would maintain LOS D. Proposed mitigation measures in the SGPU have been completed on Norwood, Rio Linda Boulevard, and Silver Eagle. These improvements provide enough capacity on these roadways within the Project Area to accommodate General Plan buildout while maintaining LOS of C or better.

Most of the future cumulative traffic increases identified in the SGPU EIR would result from the development of industrial land uses north of the Project Area and I-80. Interstate-80, located along the northern boundary of the Project Area, is projected to experience significant congestion, while SR 160 to the east would operate at satisfactory levels. The City of Sacramento has adopted a Findings of Fact and Statement of Overriding Considerations for the Adoption of the Sacramento General Plan Update for cumulative impacts to roadways outside of the Project Area and I-80 (page 56-59). The Redevelopment Plan Sixth Amendment will eliminate barriers to General Plan growth in the Project Area, as anticipated in the SGPU DEIR. The Sixth Amendment is not anticipated to generate any impacts not previously considered in the SGPU EIR.

c) The proposed Sixth Amendment does not affect air traffic patterns.

d,e) The public streets within the Project Area have no sharp curves or dangerous intersections. All land uses are urban. Over the life of the Redevelopment Plan, additional public streets, alleys and easements may be created in the Project Area as needed for proper use and/or development. Existing streets and alleys may be abandoned, closed or modified as necessary for proper use and/or development, or intersections and lane configurations may be modified. Any changes in the existing street layout would be in accord with the City Code, General Plan, and the objectives of the Redevelopment Plan.

As development occurs in the Project Area, site design and off-site improvements will be subject to review by the City's Public Works Department and the City Traffic Engineer. All city departments, including fire and police, review the site design to ensure safe and adequate access, including emergency access. *The Sixth Amendment would have a less-than-significant impact on emergency access and transportation hazards.*

f,g) Additional development encouraged by redevelopment activities will result in an increased demand in parking. Parking in some areas is already constrained, and additional development may exacerbate this situation. The Marysville Boulevard Corridor has inadequate parking facilities that contribute to the stagnation of the area's development and, more specifically, limit the use and reuse of the Project Area. Lack of parking can also interfere with pedestrian and vehicular circulation, creating disruptions in traffic flow as drivers are forced to circle blocks in search of a space and block traffic entering and exiting inadequately sized and poorly designed parking lots. Additional parking facilities are an express intent of the amended Redevelopment Plan, and there are several vacant lots on Marysville Boulevard which could function as public parking places serving nearby businesses. The Agency intends to assist in the provision of adequate parking in the Project Area. In addition, landscaping improvements and the installation of street lights are planned in order to upgrade the appearance and safety of Marysville Boulevard. Additional street improvements include widening, curb, sidewalk, gutter, streetlights and bike lanes in the Del Paso Nuevo area.

The Project Area is well served by alternative transportation modes. Light Rail Transit runs about a mile south of the Project Area along Del Paso Boulevard. Bus routes serving the Project Area include routes 14, 15, 19 and 87. There are existing bikeways along Carroll Avenue and Grand Avenue, and the 2010 Bikeway Master Plan identifies proposed bikeways along Hayes, Norwood, and Marysville Boulevard. The Del Paso Nuevo project provides a Class II bike lane on either side of the Silver Eagle Road extension providing direct connections to a proposed new transit stop at Robertson Center on Norwood Avenue. This bikeway will connect to the rest of the Project Area via New Road "A". The future development of Silver Eagle Road west of Norwood should provide similar bikeway connections. DPN will also a) provide a Class III on-street bikeway on Ford Road; b) provide a Class III bikeway on South Avenue; and c) provide a bus stop with route sign, bench and shelter at the northeast corner of the intersection of Silver Eagle Road and Norwood Avenue.

As development occurs in the Project Area, site design, including parking and driveway locations, and alternative transportation modes will be subject to review by the City's Public Works Department. All city departments, including fire and police, review the site design to ensure safe and adequate access. *The Redevelopment Plan Sixth Amendment is expected to have a beneficial impact on Project Area parking, circulation, alternative transportation modes, and pedestrian and cyclist safety.*

Section XVI: Utilities and Service Systems

a,b,e) Wastewater. Sewage treatment for the City of Sacramento is provided by the Sacramento Regional County Sanitation District (SRCS). The SRCS is responsible for the operation of all regional interceptors and wastewater treatment plants, while local collection districts maintain the systems that transport sewage to the regional interceptors. From the collection system and regional

interceptors, sewage flows ultimately reach the Sacramento Regional Wastewater Treatment Plant (SRWTP), which is located south of the City of Sacramento east of Freeport Boulevard. The SRWTP has an existing treatment capacity of approximately 181 million gallons per day (mgd) of seasonal dry-weather flow and 392 mgd of peak wet-weather flow (SRWTP Master Plan Draft Update, 1995). This expanded capacity is anticipated to serve a projected year 2005 service area population of approximately 1.6 million people.

Existing sewer infrastructure serving the Project Area includes local gravity sewers that collect wastewater from various sources in the Project Area, and connect to larger gravity feed sewer mains which join the trunk outfall line. Local sewer lines are generally located within right of ways of the Project Area's street system. A new sewer interceptor in the vicinity of Carroll and Altos avenues, a new lift station and a new force main and gravity main have been recently completed as part of the Del Paso Nuevo project. *Redevelopment activities in the Project Area will not adversely affect the SRWTP's ability to serve the Project Area and the County.*

b,d) Water Service. The City of Sacramento provides water service to areas within the City limits from both surface and ground water sources. The City has water rights to 326,800 acre feet of water per year (AFY). Of this, Sacramento Municipal Utility District (SMUD) has rights to 15,000 AFY. About 100,000 acre-feet or 32 percent of available supplies were consumed by the city water users during 1990.

The City's Department of Utilities, Division of Water has a policy of serving all planned developments within the City boundary that are part of the City's General Plan, thereby allowing the City to plan future treatment facilities in advance of the required demand. Eventually, the City's water rights to the Sacramento and American Rivers may be the limiting factor of future development beyond the year 2035; however, treatment capacity is currently the deciding factor in determining a level of significant impact on the City's Water System. The City has adequate water rights to supply anticipated demand within the Project Area at buildout. New water supply system infrastructure would be coordinated with development as it occurs throughout the City, and all necessary infrastructure would be put in place to serve projects on a case by case basis. *All development within the proposed Redevelopment Project Area would be required to contribute towards its share of expanding the water treatment facility to accommodate increases in flow through the system, thus water supply impacts would be less-than-significant.*

c) See Section VIII: Hydrology and Water Quality

f,g) Solid Waste. The City of Sacramento, Department of Public Works, Solid Waste Division collects the solid waste in the project vicinity and takes it to the Sacramento Recycling and Transfer Station, located at Fruitridge Boulevard and Florin Perkins Road. BLT Enterprises of Sacramento Inc. sorts the waste for recyclables and hauls the remainder to the Lockwood Landfill, in Nevada.

State Assembly Bill 939 (AB 939) required all cities to develop a source reduction and recycling program to achieve a 25 percent reduction of solid waste by 1995 and a 50 percent reduction by the year 2000. To comply with the AB 939 requirements, the City of Sacramento amended its

comprehensive Zoning Ordinance to include a Recycling and Solid Waste Disposal Regulations section. Chapter 17.72, Recycling and Solid Waste Disposal Regulations, calls for all commercial, office, industrial, public/quasi-public, and 5-unit or more multiple family residential developments to create a recycling program which includes a flow chart depicting the routing of recycled materials and a site plan specifying the designing components and storage locations associated with recycling efforts. All projects within the City are reviewed for compliance with the Zoning Ordinance; therefore, *the proposed Sixth Amendment would result in less than significant solid waste impacts.*

h) Energy Systems. In the context of energy service, a significant impact is defined as capacity demand that cannot be met by existing or presently programmed supply, transmission and distribution facilities, and that requires the construction of significant amounts of additional facilities.

Increased demands on natural gas resources are met either by current PG&E infrastructure or upgraded/new facilities if the demand is increased beyond existing local infrastructure capacity. Project developers would be assessed the cost of upgraded/new facilities on a case-by-case basis if required because of the increased demand. New developments are required to coordinate through PG&E to assure that gas is efficiently supplied. The proposed Redevelopment Plan Sixth Amendment would not generate a demand that would require PG&E to secure a new gas source beyond their current suppliers.

As is the case with gas supply, increased electrical demands are met either by current infrastructure or upgraded/new facilities if the demand is increased beyond existing local infrastructure capacity. Project developers would be assessed the cost of upgraded/new facilities if required because of the increased demand. A significant environmental impact would result if a project resulted in the need for a new electrical source (e.g., hydroelectric and geothermal plants).

The proposed Redevelopment Plan Sixth Amendment will eliminate barriers to growth, and thus increase the electrical demand in the Project Area. SMUD has a standard set of measures it requires for approval of new developments:

1. Contact the SMUD Electric System Design Department and consult with SMUD through project planning, development, and completion. Early notification and consultation will be required, since there is a lead time of 12 to 18 months for acquisition of equipment and extension or modification of facilities.
2. Work closely with SMUD during the design stage of the project to ensure that energy conservation and load management measures recommended by SMUD are implemented to the maximum extent feasible.
3. Work with SMUD to locate a vault for electrical transformers with the project as required.
4. Pay to SMUD costs associated with any relocation of SMUD's electrical facilities due to project development.
5. Cooperate fully with SMUD in disclosing information concerning existing and proposed electrical facilities in the Project Area to those parties involved on acquisition of property

within the area or the development, maintenance, or regular use of facilities located within the area.

The design of adequate electrical facilities is part of the normal development process and is not considered a physical environmental impact. Implementation of the proposed Redevelopment Plan Sixth Amendment will require compliance with SMUD standards. The proposed Redevelopment Plan Sixth Amendment would not generate a demand that would require SMUD to secure a new electrical source beyond their current suppliers. *Therefore, the physical environmental impact of increased electrical and natural gas demand by the proposed Redevelopment Plan Sixth Amendment is considered less-than-significant.*

Besides the direct consumption of energy mentioned above, construction projects also consume indirect energy. For example, indirect energy is consumed through construction related services that use raw materials/natural resources to manufacture the construction materials. A steel beam used in construction indirectly represents energy consumed through mining and extraction of raw materials, the manufacturing process, and the transportation of the material. This indirect energy typically represents about three-quarters of the total construction energy consumption. There is no threshold established by which the impact of indirect energy consumption can be evaluated since it is so widespread throughout the national economic structure.

The City of Sacramento has adopted an energy conservation review checklist and development guidelines for all projects and site plan reviews. The intent of the guidelines is to encourage consideration of energy conservation measures in the preliminary development stages so that project-related energy consumption is minimized. In addition to the checklist, Plan Review of the energy facilities for development occurs during the design review stage of the planning process. *Energy consumption anticipated by the proposed Redevelopment Plan Sixth Amendment would be less-than-significant.*

i) Communication systems. Many federal, state, and local government agencies, as well as private entities, use radio and microwave repeaters mounted on building rooftops. Radar dishes are also mounted on regional mountaintops. Most radar energy is receivable within a certain arc, or range, from the sending point to the receiving point. Obstacles such as tall buildings sometimes block communications within this range. Some systems require a clear line of sight for dependable communications, and any obstacle located between the sending point and the receiving point, including buildings, could block communications or create a "blind spot" in the communications system.

The Project Area is a suburban, mostly residential area where buildings are rarely over two stories. It is not anticipated that any buildings over four stories or with floors below ground level would be assisted by redevelopment activities. If the City were to approve land use and zoning changes that would allow more intensive development that may be assisted by redevelopment activities, mitigation measures are easily available and would be required by the City as part of any discretionary approval process, thus *interference with communication systems would be a less than significant impact.*

APPENDIX C

COMMENTS ON NOTICE OF PREPARATION



Gray Davis
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse



Tal Finney
Interim Director

Notice of Preparation

September 26, 2002

To: Reviewing Agencies
Re: Del Paso Heights Redevelopment Plan Sixth Amendment Project
SCH# 2002092092

Attached for your review and comment is the Notice of Preparation (NOP) for the Del Paso Heights Redevelopment Plan Sixth Amendment Project draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Tricia Powers
Redevelopment Agency of the City of Sacramento
630 I Street
Sacramento, CA 95814

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Gregoria Garcia
Project Analyst, State Clearinghouse

Attachments
cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2002092092
Project Title Del Paso Heights Redevelopment Plan Sixth Amendment Project
Lead Agency Sacramento, City of

Type NOP Notice of Preparation
Description The proposed project would amend the Redevelopment Plan for the Del Paso Heights project Neighborhood Development Program Project No. 5 in the Del Paso Heights Redevelopment Area, pursuant to Health and Safety Code Section 33333.10 to extend the deadline for plan effectiveness by ten years and the deadline to collect tax increment by ten years for those properties within the project area that remain blighted or that are tied to projects that eliminate blight. This deadline amendment will extend the effectiveness of the Redevelopment Plan from 2010 to 2020, and the deadline for incurring debt from 2020 to 2030.

Lead Agency Contact

Name Tricia Powers
Agency Redevelopment Agency of the City of Sacramento
Phone 916 440-1399 x1441
email
Address 630 I Street
City Sacramento
State CA **Zip** 95814
Fax

Project Location

County Sacramento
City Sacramento
Region
Cross Streets I-80, Marysville Boulevard to the east, Arcade Creek to the south and Norwood Avenue to the west
Parcel No. various
Township
Range
Section
Base

Proximity to:

Highways I-80, I-5
Airports Sacramento International; McClellan
Railways Union Pacific
Waterways Sacramento and American Rivers
Schools various
Land Use Community/Neighborhood Commercial & Offices; Industrial - Employee Intensive; High Density Residential; Low Density Residential; Medium Density Residential; Parks/Recreation/Open Space

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Landuse

Reviewing Agencies Resources Agency; Department of Conservation; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Department of Health Services; Department of Fish and Game, Region 2; Native American Heritage Commission; Public Utilities Commission; State Lands Commission; Caltrans, District 3; Caltrans, Division of Aeronautics; California Highway Patrol; Department of Toxic Substances Control; Regional Water Quality Control Bd., Region 5 (Sacramento)

Date Received 09/26/2002 **Start of Review** 09/26/2002 **End of Review** 10/25/2002

Resources Agency

Resources Agency
Nadell Gayou

Dept. of Boating & Waterways
Bill Curry

California Coastal
Commission
Elizabeth A. Fuchs

Dept. of Conservation
Roseanne Taylor

Dept. of Forestry & Fire
Protection
Allen Robertson

Office of Historic
Preservation
Hans Kreutzberg

Dept. of Parks & Recreation
B. Noah Tilghman
Environmental Stewardship
Section

Reclamation Board
Pam Bruner

S.F. Bay Conservation &
Dev't. Comm.
Steve McAdam

Dept. of Water Resources
Resources Agency
Nadell Gayou

Health & Welfare

Health & Welfare
Wayne Hubbard
Dept. of Health/Drinking Water

Food & Agriculture

Food & Agriculture
Steve Shaffer
Dept. of Food and Agriculture

Fish and Game

Dept. of Fish & Game
Scott Filnt
Environmental Services Division

Dept. of Fish & Game 1
Donald Koch
Region 1

Dept. of Fish & Game 2
Banky Curtis
Region 2

Dept. of Fish & Game 3
Robert Floerke
Region 3

Dept. of Fish & Game 4
William Laudermilk
Region 4

Dept. of Fish & Game 5
Don Chadwick
Region 5, Habitat Conservation
Program

Dept. of Fish & Game 6
Gabrina Gatchel
Region 6, Habitat Conservation
Program

Dept. of Fish & Game 6 I/M
Tammy Allen
Region 6, Inyo/Mono, Habitat
Conservation Program

Dept. of Fish & Game M
Tom Napoli
Marine Region

Independent Commissions

California Energy Commission
Environmental Office

Native American Heritage
Comm.
Debbie Treadway

Public Utilities Commission
Ken Lewis

State Lands Commission
Betty Silva

Governor's Office of Planning
& Research
State Clearinghouse Planner

Colorado River Board
Gerald R. Zimmerman

Tahoe Regional Planning
Agency (TRPA)
Lyn Barnett

Office of Emergency Services
John Rowden, Manager

Delta Protection Commission
Debby Eddy

Santa Monica Mountains
Conservancy
Paul Edelman

Dept. of Transportation

Dept. of Transportation 1
Mike Eagan
District 1

Dept. of Transportation 2
Don Anderson
District 2

Dept. of Transportation 3
Jeff Pulverman
District 3

Dept. of Transportation 4
Jean Finney
District 4

Dept. of Transportation 5
David Murray
District 5

Dept. of Transportation 6
Marc Blimbaum
District 6

Dept. of Transportation 7
Stephen J. Buswell
District 7

Dept. of Transportation 8
Linda Grimes,
District 8

Dept. of Transportation 9
Katy Walton
District 9

Tom Dumas
District 10

Dept. of Transportation 11
Bill Figge
District 11

Dept. of Transportation 12
Bob Joseph
District 12

Business, Trans & Housing

Housing & Community Development
Cathy Creswell
Housing Policy Division

Caltrans - Division of Aeronautics
Sandy Hesnard

California Highway Patrol
Lt. Julie Page
Office of Special Projects

Dept. of Transportation
Ron Helgeson
Caltrans - Planning

Dept. of General Services
Robert Sleppy
Environmental Services Section

Air Resources Board

Airport Projects
Jim Lerner

Transportation Projects
Kurt Karperos

Industrial Projects
Mike Tollstrup

California Integrated Waste
Management Board
Sue O'Leary

State Water Resources Control
Board
Diane Edwards
Division of Clean Water Programs

Greg Frantz
Division of Water Quality

State Water Resources Control
Board
Mike Falkenstein
Division of Water Rights

Dept. of Toxic Substances Control
CEQA Tracking Center

Regional Water Quality Control Board (RWQCB)

RWQCB 1
Cathleen Hudson
North Coast Region (1)

RWQCB 2
Environmental Document
Coordinator
San Francisco Bay Region (2)

RWQCB 3
Ron Helgeson
Central Coast Region (3)

RWQCB 4
Jonathan Bishop
Los Angeles Region (4)

RWQCB 5S
Central Valley Region (5)

RWQCB 5F
Central Valley Region (5)
Fresno Branch Office

RWQCB 5R
Central Valley Region (5)
Redding Branch Office

RWQCB 6
Lahontan Region (6)

RWQCB 6V
Lahontan Region (6)
Victorville Branch Office

RWQCB 7
Colorado River Basin Region (7)

RWQCB 8
Santa Ana Region (8)

RWQCB 9
San Diego Region (9)



RECEIVED

OCT 15 2002

BY: APNorm Covell
AIR POLLUTION CONTROL OFFICER

October 11, 2002

Ms. Audrey Winters
Agency Environmental Coordinator
Sacramento Housing and Redevelopment Agency
630 "I" Street
Sacramento, CA 95814

RE: DEL PASO HEIGHTS REDEVELOPMENT PLAN SIXTH AMENDMENT

Dear Ms. Winters:

Thank you for referring this Notice of Preparation (NOP) to the staff of the Sacramento Metropolitan Air Quality Management District (District) for review and comment. Our comments are as follows:

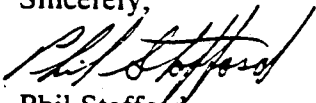
As stated in the NOP, at buildout the project is anticipated to generate 777 single-family and multi-family residential units, 599,000 square feet of industrial development, and 56,000 square feet of retail/commercial. With regard to operational emissions, we recommend that the Draft EIR determine the anticipated emissions of reactive organic gases (ROG), nitrogen oxides (NO_x), and particulates (PM₁₀) from these developments. We recommend that mitigation measures be included in the Draft EIR in order to reduce emissions from these developments.

With regard to construction emissions, the scale of individual projects will determine the need for mitigation measures. Several small projects occurring at different times may not need mitigation measures for construction emissions, whereas one large project may require significant mitigation measures. We recommend that as development proposals are received by your agency they be assessed for their emission potential, and appropriate mitigation measures be required.

The District's adopted Thresholds are available at our web site, which is www.airquality.org.

Please feel free to contact me at (916) 874-4885, or pstafford@airquality.org, if you would like to discuss any of these comments.

Sincerely,

A handwritten signature in black ink, appearing to read "Phil Stafford".

Phil Stafford
Associate Air Quality Planner

cc: Ron Maertz, SMAQMD

L:\MOBILE\LANDUSE\20020150



Sacramento Regional
Transit District
A Public Transit Agency
and Equal Opportunity Employer

Mailing Address:
P.O. Box 2110
Sacramento, CA 95812-2110

Administrative Office:
1400 29th Street
Sacramento, CA 95816
(916) 321-2800
29th St. Light Rail Station/
Bus 36, 38, 50, 67, 68

Light Rail Office:
2700 Academy Way
Sacramento, CA 95815
(916) 648-8400

Public Transit Since 1973

October 16, 2002

Tricia Powers
Redevelopment Planner
Sacramento Housing & Redevelopment Agency
630 I Street
Sacramento, CA 95814

NAME OF DEVELOPMENT: Del Paso Heights Redevelopment Plan
Sixth Amendment

TYPE OF DOCUMENT: Note of Preparation of a Draft Environmental
Impact Report

Regional Transit (RT) staff has reviewed the proposed Notice of Preparation for a Draft Environmental Impact Report for the Del Paso Heights Redevelopment Plan, Sixth Amendment and would like to provide the following comments:

The project redevelopment area is located in the Del Paso Heights community and it covers 1,028+ acres. It is roughly bounded by I-80 to the north, Marysville Boulevard to the east, Arcade Creek to the south, and Norwood Avenue to the west. The redevelopment plan indicates that over the next twenty years, redevelopment can be expected to add 777 single and multi-family residential units, 599,000 square feet of industrial development, and 56,000 square feet of retail/commercial development.

RT supports redevelopment activity because of its potential to increase transit ridership. It was noted that RT bus routes 14, 15, 19, and 87 operate in the redevelopment area. Please note that RT also operates routes 16 and 17 in the redevelopment area. Routes 17 and 87 also connect with the Marconi Arcade light rail station, which provides daily service to Downtown Sacramento every 15 minutes from approximately 5:00 AM to 11:00 PM.

RT recommends the EIR analyze the following:

1. The EIR should analyze potential impacts of the improvements planned for Marysville Road on pedestrian accessibility to the bus routes that operate along Marysville Road. RT has bus stops at the following locations on Marysville Road in the redevelopment area:

Bus Stop	Bus Route
Marysville & Arcade (just outside redevelopment area)	Route 17, 87
Marysville & Grand	Route 15, 87
Marysville & Los Robles 1	Route 87
Marysville & Los Robles 2	Route 87

2. The EIR should analyze how the project can be designed for efficient and effective pedestrian circulation with an emphasis on providing maximum access to streets with transit routes. Please see the enclosed brochure on Developing Transit Friendly Communities.

Tricia Powers

- 2 -

October 16, 2002

3. The EIR should also address the potential impacts of the proposal on existing transit services in the project vicinity during the construction stages. Strong connectivity and ease of transit mobility during the construction stages should be emphasized. RT considers it a significant impact on transit operations if project construction/development results in a lane closure or causes a delay to bus transit services within the affected area.

RT requests that project actions with the potential to cause short-term disruption of traffic be coordinated with Mark Lonergan, acting Transportation Manager at 321-2827. Currently, RT bus routes operate in the redevelopment area along:

- ◆ Arcade Boulevard Route 17 - just outside of the redevelopment area
- ◆ Grand Avenue Routes 15, 87
- ◆ Harris Avenue Route 87 operates along a small segment of the street
- ◆ Marysville Road Route 87
- ◆ Norwood Avenue Routes 14, 16, and 87
- ◆ Rio Linda Boulevard Routes 15, 17, and 19
- ◆ Vern Street Route 87 operates along a small segment of the street

In addition, RT is currently conducting a study to select a suitable site to locate a second bus maintenance facility. One of the sites under consideration is in the vicinity of the McClellan Business Park along Main Avenue. If this site is determined to be the future site of RT's new bus maintenance facility, it could improve the commuting options for residents and/or employees in the Del Paso Heights redevelopment area.

Thank you for the opportunity to review the Notice of Preparation for a Draft Environmental Impact Report for the Del Paso Heights Redevelopment Plan, Sixth Amendment. If you have further questions regarding these comments, please contact Shawna Smith Bishop, Assistant Planner at (916) 321-2869 or sbishop@sacrt.com.

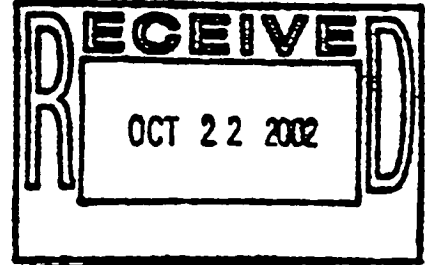
Sincerely,



Taiwo Jaiyeoba
RT Senior Planner

Enclosure

c: Shawna Bishop, Assistant Planner, RT



**PLANNING & BUILDING
DEPT.**

**CITY OF SACRAMENTO
CALIFORNIA**

1231 I STREET
ROOM 300
SACRAMENTO, CA
95814-2998

ENVIRONMENTAL
PLANNING SERVICES
916-264-7856
FAX 916-264-7185

October 22, 2002

TO: Tricia Powers, SHRA/Redevelopment Agency

From: Jim Regan-Vienop, Associate Planner, Environmental Planning Services

Re: Del Paso Heights Redevelopment Plan, Sixth Amendment, Initial Study and NOP

Ms Powers;

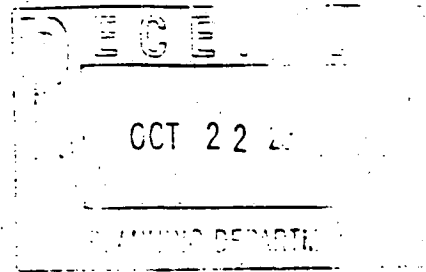
My comments on the Initial Study and NOP for the Del Paso Heights Redevelopment Plan, Sixth Amendment are as follows:

1. Starting on page II-2 is the CEQA Initial Study checklist. Most of the issues in the checklist have Less Than Significant or No Impact checked. In a few places the checked box is in the Potentially Significant Unless Mitigation Incorporated category (including Air Quality, question b; Biological Resources, questions a and e; Cultural Resources, question a; Hazards/Hazardous Materials, question b; Noise, questions a and d; and Mandatory Findings, questions a, b, and c). There are no checks in any of the boxes in the category of Potentially Significant Impacts. If it is known that there are potentially significant impacts that can be mitigated to a less than significant level, this should be reflected in the discussion section that follows. The discussion section does not indicate that any of the potentially significant impacts can be mitigated to a less than significant level. Therefore, the boxes currently check as Potentially Significant Unless Mitigated should be checked as Potentially Significant Impacts. The way the checklist currently reads it appears that an EIR may not be needed if adequate mitigation measures could be incorporated into the project.

2. On page II-26, in the Traffic/Circulation section's responses to questions f and g, there is a discussion of alternative transportation modes. It states that the area is "well served" by alternative transportation modes. This is a value judgment that is inappropriate and unsupported. Four bus routes are listed as serving a relatively large area along with a statement that light rail transit is located a mile south of the area. One-quarter mile from a transit stop is generally considered an acceptable walking distance for transit purposes. Much of the redevelopment area is more than one-quarter mile walking distance from the nearest transit stop; these areas are therefore not well served by public transit. The discussion should be modified to indicate that the area is "served" by transit, including the four bus routes and the distant light rail station.

If you have any questions please regarding my comments, please contact me at 916.264.7856 or jrvienop@cityofsacramento. Thank you.

(282)



DEPARTMENT OF
PUBLIC WORKS

CITY OF SACRAMENTO

1231 I STREET, 2nd Floor
SACRAMENTO, CA
95814-2700

PH. (916) 264-7995
FAX (916) 264-8450

MEMORANDUM

October 21, 2002

To: Ron Bess
Planning Services, Environmental Division

From: Samar Hajeer, Assistant Civil Engineer *SH*
Public Work, Development Services

Subject: **NOP of an EIR for the DEL PASO HEIGHTS REDEVELOPMENT PLAN.**

We reviewed the Draft Initial Study/ Negative Declaration for the above subject project and have the following comments:

1. According to Page II-1 (Environmental Factors Potentially affected), the Transportation/ Traffic element was defined to be potentially impacted or "Potentially Significant impacted Unless Mitigated" while in the CEQA Check List (page II-6), all Transportation/ Traffic items were checked as No Impact or Less than Significant Impact. Please Clarify.
2. If Transportation/ Traffic element has been defined to be Potentially impacted by the project, then a traffic Impact analysis study has to be conducted and a Transportation and Circulation section should be included in the EIR.
3. In Item (d, e) of the Transportation/ Circulation, The Initial Study stated, "Over the life of the Redevelopment Plan, additional public streets, alleys and easements may be created in the Project Area as needed for proper use and/or developments". Please note that any changes on the existing roads and transportation element should be subject to review and approval of the City of Sacramento/ Public Work Department. All proposed changes should be consistent with the city standards and general plan.

If you have any question, please call me at 264-7808 or contact me at shajeer@cityofsacramento.org.

cc: Steve Pyburn

(283)



**CITY EPS
ENVIRONMENTAL
CLEARINGHOUSE**

PLANNING
AND BUILDING DEPARTMENT

CITY OF SACRAMENTO
CALIFORNIA

1231 I STREET
ROOM 300
SACRAMENTO, CA
95814-2998

Environmental
Planning Services
916-264-2857
FAX 916-264-7185

October 22, 2002

Ms. Tricia Powers
Sacramento Housing & Redevelopment Agency
630 I Street
Sacramento, CA 95814

SUBJECT: Notice of Preparation – Del Paso Heights Redevelopment Plan Sixth Amendment,
Sacramento, CA

Dear Ms. Powers:

The City of Sacramento, Environmental Planning Services, received the Notice of Preparation of a Draft Environmental Impact Report for Del Paso Heights Redevelopment Plan Sixth Amendment Project, Sacramento, CA. The document was circulated through our Environmental Clearinghouse for comments. We are forwarding comments received to-date (Environmental Planning Services – Jim Regan-Vienop; Dept. of Public Works - Samar Hajeer). We appreciate the opportunity to provide comments on the NOP.

If you have any questions regarding the enclosed comments, please do not hesitate to contact me at (916) 264-2762.

Sincerely,

Dana Allen
Associate Planner - Environmental Planning Services

Enclosure

cc: ECC file 02-023



DEL PASO HEIGHTS REDEVELOPMENT PLAN 6TH AMENDMENT SACRAMENTO, CALIFORNIA

FINAL ENVIRONMENTAL IMPACT REPORT

State Clearinghouse Number: 2002092092

Redevelopment Agency of the
City of Sacramento

Sacramento Housing & Redevelopment Agency
600 I Street, Suite 250
Sacramento, CA 95814

March 12, 2003

DEL PASO HEIGHTS

REDEVELOPMENT PLAN

6TH AMENDMENT

SACRAMENTO, CALIFORNIA

FINAL ENVIRONMENTAL IMPACT REPORT

State Clearinghouse Number: 2002092092

Redevelopment Agency of the
City of Sacramento

Lead Agency:
Sacramento Housing & Redevelopment Agency
600 I Street, Suite 250
Sacramento, CA 95814

Responsible Agency:
City of Sacramento

Consultants to Agency:

Gail Ervin Consulting
8561 Almond Bluff Court
Orangevale, CA 95662-4419

Historic Environment Consultants
EEI

March 12, 2003

Printed on recycled paper

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1.0 INTRODUCTION

1.1 PROJECT UNDER REVIEW

Project Location

The Project Area is located in the Del Paso Heights community of the City of Sacramento, north of downtown Sacramento. The Project Area is roughly bound by I-80 to the north, Marysville Boulevard to the east, Arcade Creek to the south and Norwood Avenue to the west. The Project Area encompasses approximately 1,038 acres.

Project Description Summary

The proposed project would amend the Redevelopment Plan for the Del Paso Heights Redevelopment Area, (the "Redevelopment Plan" or the "Project Area") pursuant to Health and Safety Code Section 33333.10. This deadline amendment will extend the effectiveness of the Redevelopment Plan from 2010 to 2020, and the deadline for receiving tax increment, repaying debt and completing very low-, low- and moderate-income housing projects from 2020 to 2030.

As part of the amendment process, the Agency will adopt a revised and updated Implementation Plan (2003-2008) that adds projects and programs which have been developed out of the original goals and objectives of the Redevelopment Plan and the changing needs of the community. Redevelopment actions outlined in the Redevelopment Plan and the proposed 2003-2008 Implementation Plan Update include property acquisition; land assemblage; demolition or rehabilitation of structures; installation of streets, utilities and other public facilities and infrastructure; funding, construction, rehabilitation and/or development assistance for community centers, recreation centers, schools, child-care centers, parks, urban design plans, master plans, streetscapes and facility improvements; construction of small public or private facilities; and very low-, low- and moderate-income and market-rate housing construction.

All projects and programs previously adopted by the Agency in conjunction with the Redevelopment Plan and subsequent plan amendments and implementation plans will continue to be implemented to address the blight on the properties identified.

Extending the time limits as described above will cause secondary changes in the manner the Redevelopment Plan is implemented, as follows:

- The Agency will increase its contributions to the low- and moderate-income housing fund from 20% to 30% of gross tax increment revenues, pursuant to the California Community Redevelopment Law. These payments would commence in the fiscal year following adoption.
- The Agency will begin to make mandatory payments to various affected taxing agencies, amongst which are the County of Sacramento, the City of Sacramento's general fund, the school district, and other entities. These payments commenced in 2001/02 as a result of a 1998 amendment to extend the time limit for incurring debt.
- From the first fiscal year following adoption of the Amendment until 2020, no more than 15% of Low- and Moderate-Income Housing Fund deposits (calculated over a five year period) may be spent for persons and families of moderate income, and these funds may only be spent on

1.0 Introduction

projects in which 49% or more of the units are for low- or very-low families or persons; except that up to another 5% of housing fund deposits can be spent on persons and families of moderate income if it is matched by expenditures on persons and families of extremely-low income.

- Beginning in 2020, and except for low- and moderate-income housing funds, the Agency will be prohibited from spending tax increment funds in areas that are identified by the proposed amendment as no longer blighted.
- Beginning in 2020, the Agency may only spend its low- and moderate-income housing funds on housing for low or very-low income households, except that no more than 15% of the money deposited in the low- and moderate-income housing fund may be used for moderate-income housing. Moderate income housing expenditures must be matched by expenditures on housing for extremely low-income persons or families.

This proposed Amendment does not change any of the Redevelopment Plan's original objectives or goals. However, additional projects and programs that were not previously stated in the 2000-2004 Implementation Plan have been added to the updated Implementation Plan. These new projects and programs have been created based on the both the Redevelopment Plan for Del Paso Heights which aims to further eliminate blight in the area as well as the changing needs of the community.

PROJECT OBJECTIVES

A redevelopment plan provides an agency with powers, duties and obligations to implement and further a redevelopment program for the redevelopment, rehabilitation and revitalization of a Project Area. It is long-term in nature, thus there is the need to maintain flexibility to respond to market conditions, property owner and developer interests, and other opportunities as they arise. Therefore, a redevelopment plan does not present a precise plan or necessarily establish specific projects for the redevelopment, rehabilitation and revitalization of a Project Area.

Rather, a redevelopment plan represents a process and a basic framework within which specific plans are presented, specific projects are established and specific solutions are proposed, and by which tools are provided to a redevelopment agency to fashion, develop and proceed with such specific plans, projects and solutions.

Certain goals and objectives, as defined in the Amended and Restated Redevelopment Plan and the existing five-year implementation plan have been identified in connection with the Project. The accomplishment of these goals and objectives will achieve the purposes of the California Community Redevelopment Law. In general, the goals and objectives of redevelopment in the Project Area are as follows:

1. **Housing Goals:** To provide standard housing for all families presently residing in Del Paso Heights and, at the same time to increase the housing supply. Rehabilitation will be fostered and encouraged where feasible and compatible with Plan objectives. Should clearance of existing structures be necessary, it will be coordinated with the availability of relocation housing. To provide for new housing construction.

2. **Social Goals:** To develop a superior level of community facilities providing for the cultural, health and social needs of the residents. Also, to develop a program maximizing citizen participation in the redevelopment process.
3. **Environmental Goals:** To improve the neighborhood environment and image. To eliminate blighted and blighting conditions. To provide all appropriate amenities to support the basic residential character of the area.
4. **Economic Goals:** To increase and develop economic activity in the area by attracting new business, assisting existing business and enhancing property values. To provide for new housing within the means of the majority of area residents. To enforce a strong affirmative action program with all contractors working in the area. To effect a workable residential rehabilitation program maximizing the improvement of economically feasible properties.

1.2 SUMMARY OF ALTERNATIVES TO THE PROPOSED PROJECT

Section 15126(d) of the State CEQA Guidelines, requires an evaluation of "...a reasonable range of alternatives to the project, or to the location of the project, which could feasibly attain the basic objectives of the project, and evaluate the comparative merits of the alternatives." The alternatives under evaluation in Chapter 5 of the Draft EIR include the No Project Alternative and the No Public Investment Alternative. The proposed project was determined to be the Environmentally Superior Alternative. Two alternatives were previously considered and rejected: the Alternative Public Actions and Alternative Location. A summary of the alternatives included herein is described below.

No-Project Alternative

Under the No-Project Alternative, the Del Paso Heights Redevelopment Plan would not be amended to extend the effectiveness of the Redevelopment Plan from 2010 to 2020, or extend the deadline for receiving tax increment, repaying debt and completing low-moderate housing projects from 2020 to 2030. The proposed public improvements that would be assisted with the Amended Plan and other Redevelopment Plan programs (such as commercial/industrial rehabilitation and low- and moderate-income housing assistance) would not be implemented with redevelopment funding after 2010. The Del Paso Nuevo project would not be completed. The existing projects and programs stated in the Implementation Plan that have been funded with current tax increment dollars would continue under the Redevelopment Plan until 2010 and then be discontinued. Significant blight remains in the Project Area that would not be eliminated in this time period.

The No-Project Alternative assumes additional development beyond existing uses would not occur. Although required by CEQA, such an alternative is not particularly relevant to redevelopment plan implementation, which only has an effect on continuing activities and General Plan growth in the Project Area, and has no control over land use decisions. The No-Project scenario would be similar to any aged and blighted urban area, where the Project Area would stay a marginal area with inadequate infrastructure, low lease rates and a deteriorating housing stock. Quality of development would be poor, blight would persist, and the housing stock would continue to deteriorate. Economic activity along the Marysville Boulevard corridor would remain depressed, with increased building vacancies.

No Redevelopment Plan - Alternative Means of Revitalization with Public Funds

This alternative considers utilization of public revenue sources other than tax increment financing to fund public improvements and other actions in the Project Area after 2010. Federal, State, County, and City programs exist that may initiate similar development without the need for redevelopment tax increment financing. These sources of alternative funding typically include mortgage revenue bonds, Community Development Block Grant funds (CDBG), Economic Development Administration funds, State and Federal Transportation Grants, Urban Development Action funds, and revenue bonds. Such funding sources may avoid the potential reduction of service levels for agencies that receive less revenue if full tax increment financing is used. However, some of the potential funding sources are capped each year for the City, such as CDBG funds. Any such funds used in the Del Paso Heights Project Area are funds unavailable to alleviate blight in other parts of the City. In addition, many of these funds require application and competition, and cannot be relied upon to be available consistently over the next 30 years. Under this alternative, the \$13.2 million increase in funds available for low- and moderate-income housing programs and the \$40 million increase in funds for non-housing projects under the amended Plan would not be available.

Environmentally Superior Alternative

In most cases, the implementation activities identified with the amended Redevelopment Plan are intended to mitigate existing problems and barriers to planned growth within the Project Area. By providing an additional 10 years of mitigation for existing infrastructure and blight problems caused by the Project Area's declining commercial/industrial corridors and housing stock, the proposed project, amendment of the Redevelopment Plan, is the environmentally superior alternative. Under the amended Redevelopment Plan, inadequate water, sewer and drainage infrastructure can be upgraded, circulation and pedestrian safety can be improved, hazardous materials can be remediated, and dangerous/vacant buildings may be removed or rehabilitated and reused. Because of the unique nature of the Redevelopment Plan, implementation of the Redevelopment Plan will have an overall beneficial impact on the Project Area. Project specific impacts for construction activities funded by redevelopment will be primarily short-term in nature (i.e., construction noise).

1.3 INTENDED USES OF THE EIR

The EIR will serve as the Agency CEQA programmatic compliance document for the Del Paso Heights Redevelopment Plan 6th Amendment. Subsequent actions by the Agency in furtherance of the amended Redevelopment Plan may tier from this EIR.

The EIR will be used by the following public agencies and boards in the approval of implementation activities under the amended Redevelopment Plan:

- City Council of the City of Sacramento;
- Redevelopment Agency of the City of Sacramento;
- Sacramento Housing and Redevelopment Commission;
- Planning Commission of the City of Sacramento;
- All Departments of the City of Sacramento who must approve implementation activities undertaken in accordance with the Redevelopment Plan;

- All other public agencies that may approve implementation activities undertaken in accordance with the Redevelopment Plan.

The EIR will be used in the adoption of and approval of any of the following redevelopment project implementation activities that may be necessary:

- Approval of Disposition and Development Agreements;
- Approval of Owner Participation Agreements;
- Approval and funding of public facilities and improvements projects;
- Sale of tax increment and/or other bonds, certificates of participation and other forms of indebtedness;
- Acquisition and demolition of property;
- Rehabilitation of property;
- Relocation of displaced occupants;
- Approval of certificates of conformance;
- Approval of development plans, including zoning and other variances and conditional use permits; including those low- and moderate-income housing units;
- Issuance of permits and other approvals necessary for implementation of the Redevelopment Plan.

All site specific projects in furtherance of the Redevelopment Plan are subject to additional environmental review as necessary and appropriate, per CEQA Guidelines sections 15162 and 15163.

1.4 BACKGROUND TO FINAL EIR PREPARATION

On December 20, 2002, the City of Sacramento (City) distributed a Notice of Availability of the Draft EIR for the Del Paso Heights Redevelopment Plan 6th Amendment to an extensive mailing list of public agencies, taxing entities, interested persons and organizations. The Notice of Availability was also published in a newspaper of general circulation, and the Notice of Availability and copies of the Draft EIR were distributed to the Governor's Office of Planning and Research State Clearinghouse.

In accordance with the California Environmental Quality Act (CEQA) Guidelines, a 45-day public review period was provided for the Draft EIR, ending February 3, 2003. During the review period, three letters were received from local agencies. A minimum 10-day review period is being provided on the Final EIR, in accordance with CEQA Statute, Public Resources Code, Division 13, Section 21092.5(a), to allow a review of responses made to public agencies that commented during the 45-day public review period of the Draft EIR.

This document, together with the Draft EIR for the Del Paso Heights Redevelopment Plan 6th Amendment, constitutes the Final EIR for the proposed project. This document incorporates comments received on the Draft EIR, as well as appropriate responses by the lead agency (Redevelopment Agency of the City of Sacramento) to these comments. The Final EIR is an informational document that must be considered by the lead agency prior to approving the project.

1.0 Introduction

Consistent with the requirements of Section 15132 of the CEQA Guidelines, the Final EIR consists of:

- The Draft EIR (published December 20, 2002);
- A list of persons, organizations, and public agencies commenting on the Draft EIR (Section 2.0);
- Comments and recommendations received on the Draft EIR (Section 3.0);
- The response of the lead agency to significant environmental points raised in the review and consultation process (Section 3.0) ; and
- Draft Mitigation Monitoring Plan.

1.5 FORMAT

Each comment letter is labeled alphabetically in the upper right corner, and a number is placed in the margin adjacent to each comment on each letter. Each comment letter is followed by a response, or responses, indexed to the letter alphabetically, and to the comment numerically. Therefore, a response to the third comment (3) of the third letter (C) would be indicated as C-3. Where a comment results in a change to the Draft EIR text, a notation is made in the comment indicating that the text is revised. Changes in text are signified by strikeouts (~~strikeouts~~) where text is removed and by bold italics (*italics*) where text is added.

The focus of the responses to comments is on the disposition of significant environmental issues that are raised in the comments, as specified by Section 15088(b) of the CEQA Guidelines. Detailed responses are not provided for comments on the merits of the proposed project. However, when a comment is not directed to significant environmental issues, the response is noted and forwarded to the lead agency for consideration.

2.0 LIST OF PERSONS COMMENTING

2.1 INTRODUCTION

All comment letters on the Del Paso Heights Redevelopment Plan 6th Amendment Draft EIR are listed below (Table 2.0-1) with an alphabetic designation assigned for cross-referencing purposes. This list represents all comments received during the comment period, as well as one letter on the Notice of Preparation that was forwarded by the City during the Draft EIR circulation. The verbatim comment letters, and responses to environmental issues raised in those letters, are presented in Section 3.0. The alphabetic designation appears in the upper right corner of each letter.

**TABLE 2.0-1
LIST OF COMMENTS RECEIVED**

LETTER	SOURCE	COMMENTOR	DATE
A	Governor's Office of Planning and Research State Clearinghouse	Terry Roberts, Director, State Clearinghouse	2/4/03
B	City EPS Environmental Clearinghouse	Dana Allen, Associate Planner,	1/30/03
C	City of Sacramento Department of Utilities, Engineering Services Division.	Terry L. Paxton, Supervising Engineer	10/23/02 (1/30/03)
D	City of Sacramento Planning and Building Department, Environmental Planning Services	Brad Shirhall, Associate Planner	1/29/03

3.0 COMMENTS AND RESPONSES

3.1 INTRODUCTION

The written comments received on the Draft EIR and the responses to those comments are provided in this section. Each comment letter received is reproduced in its entirety and is followed by responses to the comment letter.

The first letter (on the following pages) is not a comment letter but a formal disclosure from the Governor's Office of Planning and Research State Clearinghouse. The letter states that the State Clearinghouse received the DEIR and it was sent to selected state agencies for review from December 20, 2002 to February 3, 2003.

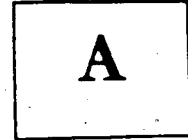


Gray Davis
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse



Tal Finney
Interim Director



February 4, 2003

Tricia Powers
Redevelopment Agency of the City of Sacramento
600 I Street
Suite 250
Sacramento, CA 95814

Subject: Del Paso Heights Redevelopment Plan Sixth Amendment Project
SCH#: 2002092092

Dear Tricia Powers:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on February 3, 2003, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Terry Roberts
Director, State Clearinghouse

**Document Details Report
State Clearinghouse Data Base**

SCH# 2002092092
Project Title Del Paso Heights Redevelopment Plan Sixth Amendment Project
Lead Agency Sacramento, City of

Type EIR Draft EIR
Description The proposed project would amend the Redevelopment Plan for the Del Paso Heights project Neighborhood Development Program Project No. 5 in the Del Paso Heights Redevelopment Area, pursuant to Health and Safety Code Section 33333.10 to extend the deadline for plan effectiveness by ten years. This deadline amendment will extend the effectiveness of the Redevelopment Plan from 2010 to 2020, and the deadline for receiving tax increment, repaying debt and completing low moderate housing projects from 2020 to 2030.

Lead Agency Contact

Name Tricia Powers
Agency Redevelopment Agency of the City of Sacramento
Phone 916 440-1399 x1441 **Fax**
email
Address 600 I Street
Suite 250
City Sacramento **State** CA **Zip** 95814

Project Location

County Sacramento
City Sacramento
Region
Cross Streets I-80 and Northgate
Parcel No. various
Township **Range** **Section** **Base**

Proximity to:

Highways I-80, I-5, 50
Airports Sacramento International
Railways Union Pacific
Waterways Sacramento and American Rivers
Schools
Land Use Community/Neighborhood Commercial & Offices; Industrial - Employee Intensive; High Density Residential; Low Density Residential; Medium Density Residential; Parks/Recreation/Open Space

Project Issues Air Quality; Archaeologic-Historic; Noise; Toxic/Hazardous; Traffic/Circulation; Vegetation; Wetland/Riparian; Wildlife; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Conservation; Department of Fish and Game, Region 2; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 3; Department of Housing and Community Development; Regional Water Quality Control Bd., Region 5 (Sacramento); Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission; State Lands Commission

Date Received 12/20/2002 **Start of Review** 12/20/2002 **End of Review** 02/03/2003



B

**CITY EPS
ENVIRONMENTAL
CLEARINGHOUSE**

PLANNING,
AND BUILDING DEPARTMENT

CITY OF SACRAMENTO
CALIFORNIA

1231 I STREET
ROOM 300
SACRAMENTO, CA
95814-2998

Environmental
Planning Services
916-264-2857
FAX 916-264-7185

January 30, 2003

Ms. Tricia Powers
Sacramento Housing & Redevelopment Agency
600 I St., #250
Sacramento, CA 95814

SUBJECT: DEIR Comments – Del Paso Heights Redevelopment Plan 6th Amendment

Dear Ms. Powers:

The City of Sacramento, Environmental Planning Services, received the DEIR for the Del Paso Heights Redevelopment Project 6th Amendment. We circulated the document through our Environmental Clearinghouse and are forwarding comments received to-date from other City Departments and from Environmental Planning Services (attached from the Department of Utilities – Terry Paxton and Environmental Planning Services - Brad Shirhall). As a Responsible Agency for this project, we appreciate the opportunity to provide input into the EIR process.

B-1

Please note the additional comment from Terry Paxton, Department of Utilities, not noted on the attached letter that states:

"We would like to request review of particular projects as a result of the Del Paso Heights Redevelopment Plan."

B-2

If you have any questions regarding the enclosed comments, please do not hesitate to contact me at (916) 264-2762.

Sincerely,

Dana Allen
Associate Planner

Enclosures

cc: ECC file 02-23
Terry Paxton, Utilities Dept.
Brad Shirhall, EPS

(299)

B

City Environmental Services
Dana Allen, Associate Planner
January 30, 2003

B-1 Comment noted.

B-2 Comment noted. This information is hereby forwarded to the Agency and the City Building Department. All development projects must complete the City's permit process on a case by case basis.



OCT 24 2002

C

DEPARTMENT
OF UTILITIES

ENGINEERING
SERVICES DIVISION

CITY OF SACRAMENTO
CALIFORNIA

October 23, 2002

1395 35th AVENUE
SACRAMENTO, CA
95822-2911

PH 916-264-1400
FAX 916-264-1497/1498

To: Ron Bess, Planning Services, Environmental Division

From: Terry L Paxton, Supervising Engineer, Department of Utilities *TLP*

Subject: NOP of a EIR for the DEL PASO HEIGHTS REDEVELOPMENT PLAN

We have no comments at this time but reserve the right to further comment as more detail information becomes available. In this area, water, sewer and drainage is provided by the City. The locations of these utilities are shown on pages R18-20, S18-20 and T18-20 of the water and sewer books (copies attached).

A portion this area drains to pump station 103, and through gravity basin G201 discharging into Arcade Creek. The remainder flows to pump stations 157 and 158 discharging into the Natomas East Main Drainage Canal.

The sewer flows to pump stations 81, 105 and through gravity basin G303 all of which ultimately discharge into the Regional Sanitation District facilities.

Where feasible, water quality features will need to be incorporated into projects in this area. Additionally, a fire flow test will be required to determine if any enhancements to the water system will be needed.

If you have any questions please contact:

Andy Hunt for Drainage	(264-1408)
Bill Busath for Water Quality	(264-1410)
Candace McGahan for Water	(264-1416)
Rick Batha for Sewer	(264-1448)

cc Dave Brent
Bob Cooper
Andy Hunt
Bill Busath
Candace McGahan

C-1



C

Terry L. Paxton, Supervising Engineer
City of Sacramento Department of Utilities
October 23, 2002

- C-1** Comment noted. This information is hereby forwarded to the Agency and the City Building Department. All development projects must complete the City's permit process on a case by case basis.



D

PLANNING AND BUILDING
DEPARTMENT

CITY OF SACRAMENTO
CALIFORNIA

1231 I STREET
ROOM 300
SACRAMENTO, CA
95814-2998

PLANNING DIVISION

ENVIRONMENTAL
PLANNING SERVICES

916-264-1909
FAX 916-264-5328

MEMORANDUM

Date: January 29, 2003
To: Dana Allen, Associate Planner
From: Brad Shirhall, Associate Planner

SUBJECT: Del Paso Heights Redevelopment Plan EIR

1. The 1993 statute creating Public Resources Code (PRC) 21090 has been cited in this DEIR on page 1-2. However, that statute was amended in 2002 by Senate Bill 649. As a result, this Redevelopment Plan DEIR is no longer a defacto "project" DEIR, as it would have been under the prior 1993 statute. Since this DEIR has been identified as a "Program EIR" on page 1-2 all activities identified in this DEIR can no longer be considered a single project. Subsequent projects within the redevelopment area will, therefore, be subject to their own separate environmental review. Future environmental review is no longer automatically constrained by the provisions of PRC 21166 unless detailed analyses of individual program components is included in this Program EIR. If, in response to this comment, the SHRA should re-title this DEIR a "Project EIR" for purposes of avoiding future environmental review, additional detailed project level analysis must be incorporated therein and the document must be recirculated. D-1
2. The Traffic and Circulation section of this DEIR relies entirely upon SGPU buildout traffic projections as if the projections were generated today. The SGPU EIR and the traffic projections therein were generated using 17 year old traffic model output from 1986. Presumably, network, land use, and growth assumptions would be considerably different were traffic model output generated today using the SACMET model. D-2
3. Relative to comment 2 above, this redevelopment plan DEIR treats the SGPU EIR as a master EIR from which to reference data, tier from; or otherwise cite evidence that cumulative, growth inducing, or significant irreversible impacts have previously been analyzed. Properly done, there is nothing wrong with the approach mentioned above. However, PRC 21157.6 indicates that reliance on master EIRs (and presumably the data and analyses therein) shall be for no more than 5 years unless certain conditions identified in PRC 21157.6 can be demonstrated (presumably with substantial evidence). In this case the DEIR author should demonstrate, through substantial evidence, that there have been no substantial changes to the planned roadway network, future land use assumptions, and future growth assumptions before asking the reader to rely on traffic forecasts generated 17 years ago. D-3

If you have any questions, please contact me at 264-7483.

c: file

D

City of Sacramento Planning and Building Department
Brad Shirhall, Associate Planner
January 29, 2003

- D-1** SB 649 allows a redevelopment plan EIR to be a master environmental impact report, program environmental impact report, or a project environmental impact report, requiring that the type of EIR be specified, and clarifying that if the EIR is a project EIR, then "all public and private activities or undertakings pursuant to, or in furtherance of, a redevelopment plan shall be deemed to be a single project" (see bill language below).

However, even prior to SB 649, it has never been assumed by the Agency that projects in furtherance of the Redevelopment Plan would be exempt from further environmental review. Typically, the Programmatic EIR is used for the Agency's approval of funding and business terms for projects, and the Agency may rely upon the fact that Agency approvals are contingent upon projects completing the entitlement process through the City or County (*Stand Tall on Principals v. Shasta Union High School District*, (3rd Dist. 1991) 235 Cal.App.3d.). The City of Sacramento, as a responsible agency, is always responsible through their permitting process for making their own determination on the adequacy of the environmental documentation they use for all projects.

AB 649: SEC. 3. Section 21090 of the Public Resources Code is amended to read:

21090. (a) An environmental impact report for a redevelopment plan may be a master environmental impact report, program environmental impact report, or a project environmental impact report. Any environmental impact report for a redevelopment plan shall specify the type of environmental impact report that is prepared for the redevelopment plan.

(b) If the environmental impact report for a redevelopment plan is a project environmental impact report, all public and private activities or undertakings pursuant to, or in furtherance of, a redevelopment plan shall be deemed to be a single project. However, further environmental review of any public or private activity or undertaking pursuant to, or in furtherance of, a redevelopment plan for which a project environmental impact report has been certified shall be conducted if any of the events specified in Section 21166 have occurred.

- D-2** Because the Redevelopment Plan must be consistent with the General Plan, and provides financial mechanisms and planning tools to implement the General Plan, the analysis is based on the existing General Plan that the City currently relies on. At the programmatic level, the kinds of land uses that could build out within the Redevelopment Area consistent with the General Plan were identified in 1986, and the road network necessary to accommodate that growth was identified at that time, and the City's capital improvements program is based on this (Dodgie Vidar, City Transportation Division, 2002).

It is recognized that circumstances change over time, and development trends in the area since 1986 were considered. Because of conditions of blight in the Del Paso Heights and Northgate areas, little development has occurred in the general transportation study area since the General Plan was adopted. The development that has actually occurred in the area is

actually less than that anticipated in the General Plan. New development that has occurred, such as in Del Paso Nuevo, has actually built out at densities lower than those assumed in the General Plan.

Table 4.2.1 provides a comparison between traffic volumes projected for 2016 in the 1986 General Plan, and current traffic counts for those roadways. Whereas current volumes are well within the volumes anticipated in the General Plan for which roadway improvements have been planned, it was not determined to be necessary to provide a new quantitative analysis in the EIR at this programmatic level.

- D-3** As noted above, the DEIR compared current traffic volumes to 1986 volumes and projected 2016 volumes, showing that the current volumes were consistent with the original analysis for the General Plan. The 1986 roadway system was compared to the existing system, and mitigation measures identified in the 1986 General Plan to accommodate 2016 conditions have been constructed, such as the Arden-Garden Connector and the West Silver Eagle extension. No increases in density levels have occurred, and no General Plan amendments have been adopted in the area that have or will result in land use densities that exceed the 1986 planned densities. The Redevelopment Plan amendment proposes no development or capital improvements that are inconsistent with the 1986 General Plan. Therefore, there was no evidence that extension of the Redevelopment Plan for another 10 years in the area would result in new impacts to traffic volumes, and no evidence to support conducting a quantitative analysis.

DRAFT
MITIGATION MONITORING PLAN

FOR THE
DEL PASO HEIGHTS
REDEVELOPMENT PLAN
6TH AMENDMENT

SACRAMENTO, CALIFORNIA

State Clearinghouse Number: 2002092092

Redevelopment Agency of the
City of Sacramento

Prepared by
Gail Ervin Consulting

March 12, 2003

DRAFT
MITIGATION MONITORING PLAN

DEL PASO HEIGHTS REDEVELOPMENT PLAN 6TH AMENDMENT

REDEVELOPMENT AGENCY OF THE CITY OF SACRAMENTO

The California Environment Quality Act (CEQA) as amended by Chapter 1232 (California 1988: implementing AB 3180, 1988) provides that a decision making body "shall adopt a reporting or monitoring program for the changes to the project which it has adopted or made a condition of approval in order to mitigate or avoid significant effects on the environment."

The purpose of this mitigation monitoring and reporting plan (MMP) is to ensure compliance with and effectiveness of the mitigation measures set forth in the certified Final Environmental Impact Report (FEIR) for the Del Paso Heights Redevelopment Plan 6th Amendment. This MMP identifies the impact as it relates back to the environmental impact report, what the mitigation is, the monitoring or reporting action for the mitigation measure, the responsible party for the action, the timing of the monitoring or reporting action, and how the action will be verified.

In the case of the mitigation measures for the Redevelopment Plan, all measures apply to future projects that have not yet been identified or defined. The Redevelopment Agency will be responsible for applying these measures to all future projects, and for maintaining records of compliance with this program for the Redevelopment Agency. All records shall be maintained in the Del Paso Heights Redevelopment Plan Mitigation Monitoring Plan file at the Sacramento Housing and Redevelopment Agency, 600 I Street, Suite 250, Sacramento, California 95814.

NOISE/VIBRATION

Impact 4.4-4: Expose existing or planned land uses to noise that would conflict with local planning guidelines or noise ordinance criteria.

Mitigation Measures

- 4.4-4 For all redevelopment funded projects within 500 feet of Interstate 80 and within 150 feet of Norwood Avenue, Rio Linda Boulevard and Marysville Boulevard, the Agency shall provide adequate and appropriate sound barriers or conduct an acoustical analysis to ensure existing construction methods are adequate to insure interior noise levels of 45 dBA or less are maintained for future ambient noise levels. If necessary, appropriate noise insulation measures shall be identified and included in the construction documents to the satisfaction of the City Building Division.

MITIGATION PROCEDURE	VERIFICATION PROCEDURE
An acoustical analysis shall be provided for all redevelopment funded projects within 500 feet of Interstate 80 and within 150 feet of Norwood Avenue, Rio Linda Boulevard and Marysville Boulevard, and provided to the City during entitlement review. Recommended attenuation measures shall be incorporated into the project.	The City Planning and Building Division shall verify acoustical mitigations, prior to issuing occupancy permits.
Checked: (initials) _____ (date) _____ comments:	Checked: (initials) _____ (date) _____

BIOLOGICAL RESOURCES

Impact 4.5-1: Potential Loss Of Heritage Trees.

Mitigation Measures

The following measures should be implemented to reduce potential impacts on "heritage" trees:

- 4.5-1a To the extent feasible, existing heritage trees shall be retained and incorporated into proposed development and/or landscaping plans; or,
- 4.5-1b If heritage trees cannot be avoided and will likely be removed, a certified arborist shall conduct a tree survey to identify the diameter at breast height (DBH), height, location, and health of the trees to be removed. This information is required for a permit to remove the trees. Recommendations for tree planting/replacement ratios and appropriate planting sites would also be included in this report.

MITIGATION PROCEDURE	VERIFICATION PROCEDURE
All Agency new construction projects that could affect heritage trees, including capital improvement projects, shall provide landscape plans that identify the spacing and appropriate species for approval by the City Arborist prior to the issuance of construction permits.	Building Division shall verify approval by the City Arborist prior to issuing building permits.
Checked: (initials) _____ (date) _____ comments:	Checked: (initials) _____ (date) _____

HAZARDS AND HAZARDOUS MATERIALS

Impact 4.6-2: Potential redevelopment of previously identified or unidentified contaminated sites.

Mitigation Measures

- 4.6.2 A thorough examination of past property uses shall be required for redevelopment projects prior to demolition or construction. This examination shall conform to the Phase I Environmental Site Assessment process established by ASTM (E1527-00), and shall include a site reconnaissance, a review of regulatory databases, interviews with persons knowledgeable of the property, and a review of past property uses using appropriate historical sources.

MITIGATION PROCEDURE	VERIFICATION PROCEDURE
The Agency shall require a Phase I Environmental Site Assessment process established by ASTM (E1527-00) be conducted for all new construction and demolition projects in the Project Area.	A Phase I ESA shall remain on file in the project file, and the report noted in the project's entitlement application.
Checked: (initials) _____ (date) _____ comments:	Checked: (initials) _____ (date) _____

CULTURAL AND HISTORIC RESOURCES

Impact 4.7-1: Loss or Degradation of Undiscovered Prehistoric and Historic Resources.

Mitigation Measure

- 4.7.1: Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, human remains, or architectural remains be encountered during any development activities, work shall be suspended and a qualified archaeologist shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less than significant level before construction continues. Such measures could include (but would not be limited to) researching and identifying the history of the resource(s), mapping the locations, and photographing the resource. In addition, pursuant to Section 5097.98 of the State Public Resources Code, and Section 7050.5 of the State Health and Safety Code, in the event of the discovery of any human remains, all work is to stop and the County Coroner shall be immediately notified. If the remains are determined to be Native American, guidelines of the Native American Heritage Commission shall be adhered to in the treatment and disposition of the remains.

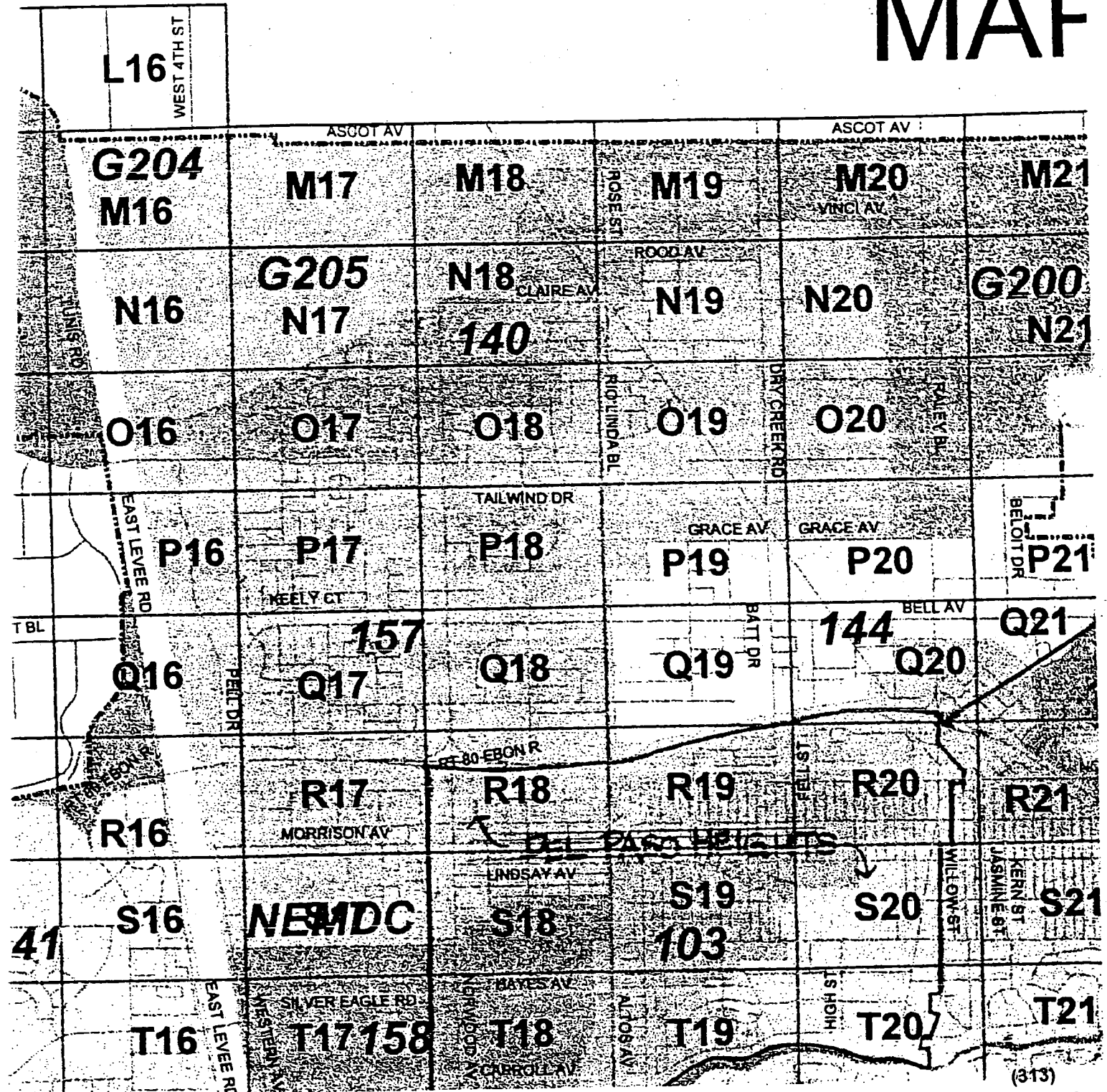
MITIGATION PROCEDURE	VERIFICATION PROCEDURE
The Agency shall amend their environmental procedures to reflect this standard measure for all Agency redevelopment projects.	The City's Building Division shall verify compliance during construction of Agency engendered projects. This measure is consistent with standard City conditions of approval.
Checked: (initials) _____ (date) comments:	Checked: (initials) _____ (date)

APPENDIX A

ATTACHMENTS TO LETTER C, SACRAMENTO DEPARTMENT OF UTILITIES

City of St. Louis

MAF



cramento

GRID

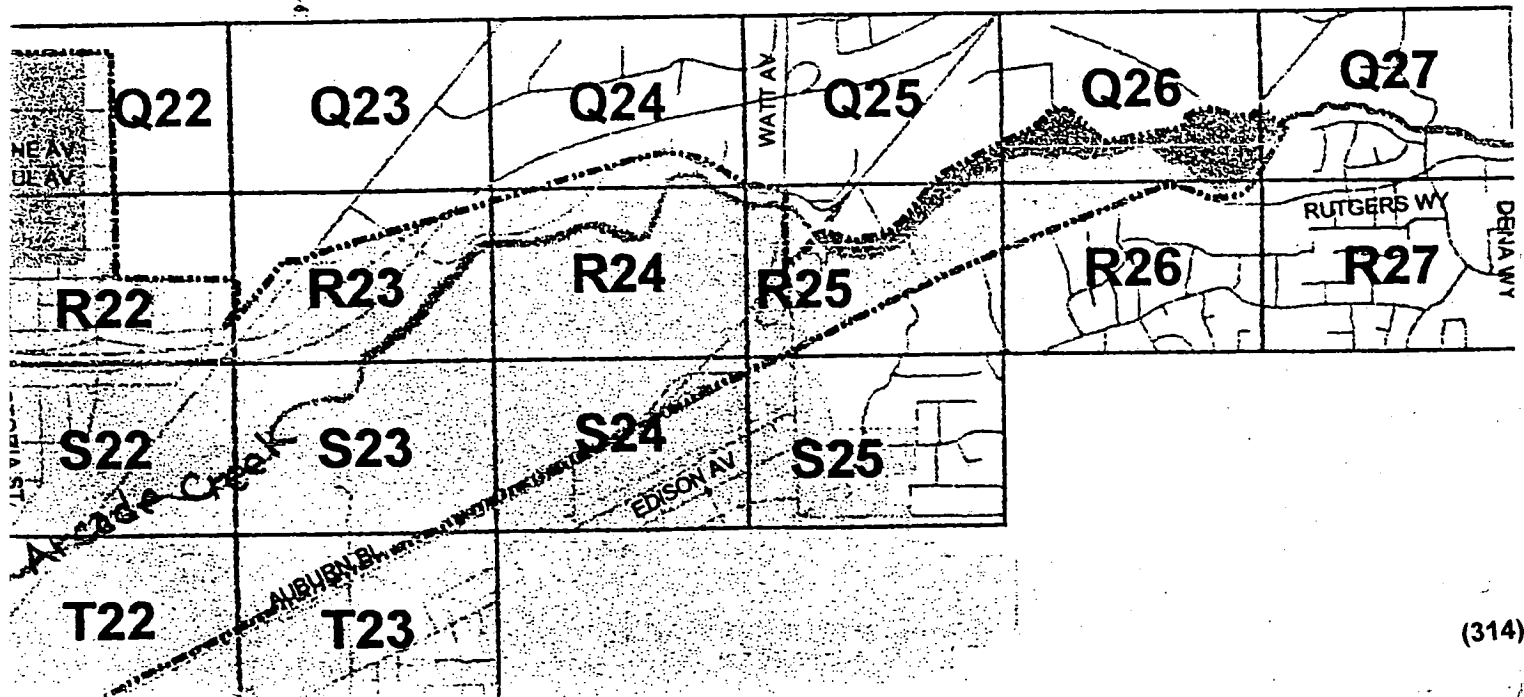
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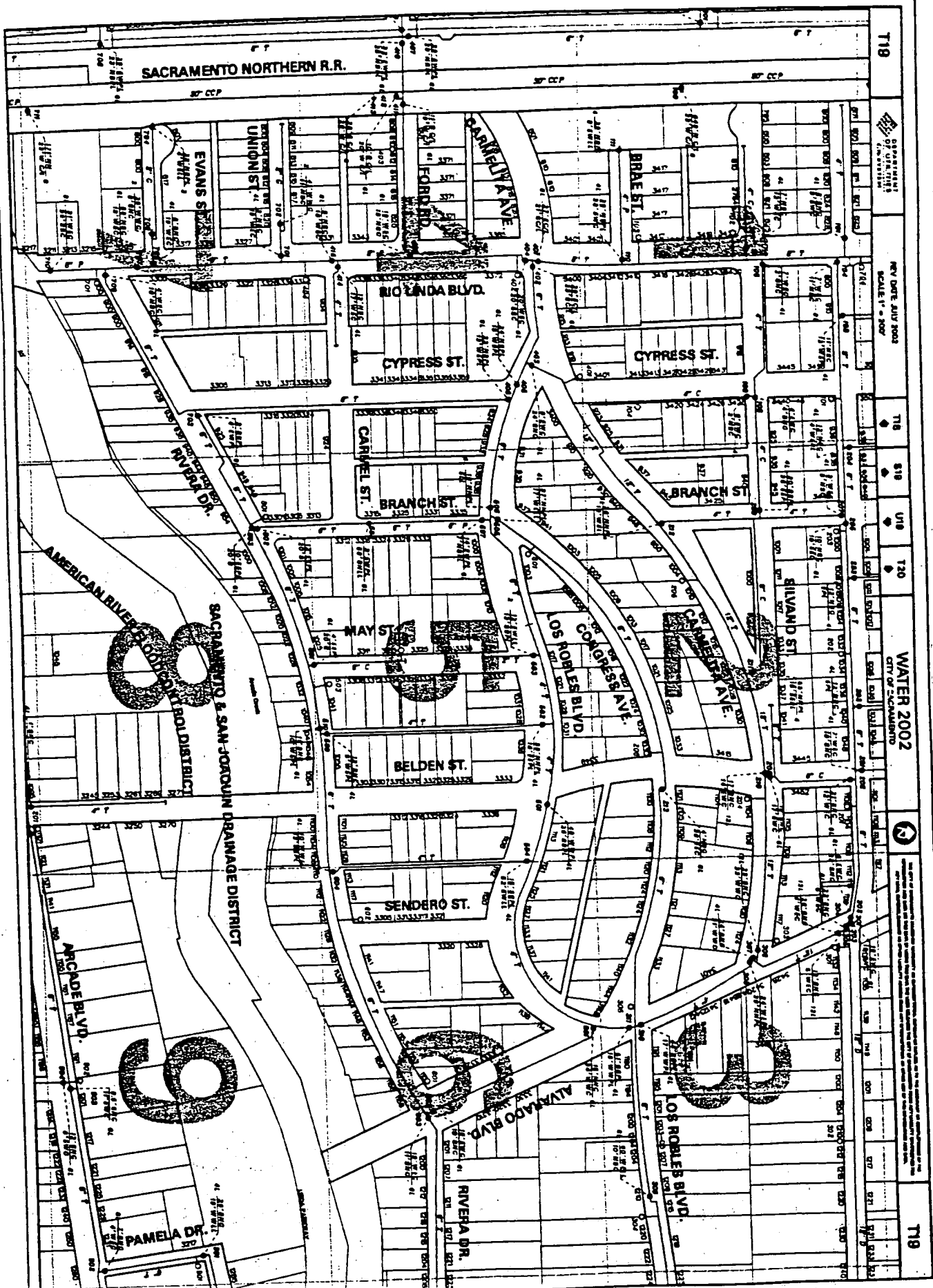
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O22



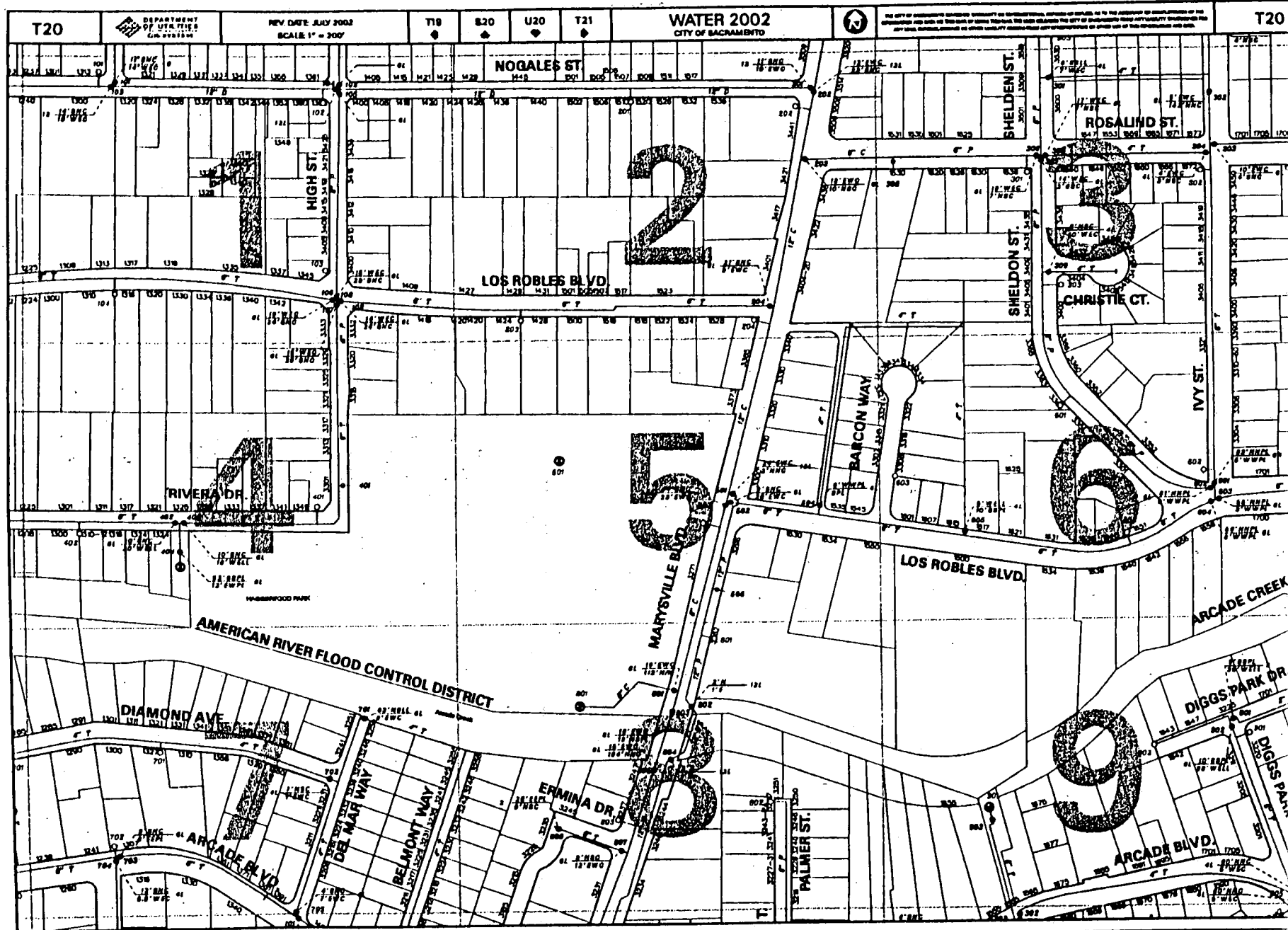
Approx Boundary





VALVES									
New ID	Old ID	Old Map	Size&Depth	Type	R.O.	Turns	Swc Type	Location	Service Address
101	15	24N	4L	GATE		0		3' SNC Nogales St (W) - 7' EWC Rio Linda Blvd	
103	18	24N	4L	GATE	RO122450	0		11' NSC Nogales St - 12' WEPL Alley (Rio Linda & Cypress)	
104	56	24N	8L	GATE		0		7' WEC Rio Linda Blvd - 11' NSC Nogales St	
105	100	24N	4L	GATE		0		7' WEC Rio Linda Blvd (N) - 2' SNC Sivano St (E)	
106	30	24N	4L	GATE		0		4' EWC Cypress St (N) - 4' SNC Sivano St (W)	
107	91	24N	4L	GATE		0		7' NSC Sivano St (E) - 12' WEC Rio Linda Blvd	
108	31	24N	4L	GATE		0		6' EWC Cypress St (N) - 2' NSC Sivano St (W)	
109	110	24N	68O	BO		0		643' N C/L Ford Rd - 23' W C/L Bikerail	
110	128	24N	4L	GATE		0		25' NSPL Brue St - 33' EWC Rio Linda Blvd	
111	129	24N	48O	BO		0		25' NSPL Brue St - 3' EWC - 8' O Camerita Ave	810 Camerita Ave
201	24	24N	4L	GATE		0		7' WEC Belden St - 18' SNC Nogales St	
202	23	24N	4L	GATE		0		12' NSC Nogales St - On EPL Alley (Belden & May St)	
203	22	24N	4L	GATE		0		12' NSC Nogales St - On EPL Alley (May & Branch St)	
204	19	24N	4L	GATE	RO122462	0		12' NSC Nogales St - 4' WEPL Alley (Branch & Cypress)	
205	25	24N	8L	GATE		0		10' NSC Nogales St - 10' EEC Branch St	
206	95	24N	6L	GATE		0		21' SNC Nogales - 12' WEC Belden St	
207	20	24N	4L	GATE	RO122461	0		3' WEC Branch St (S) - 8' NSC Nogales St	
208	26	24N	6L	GATE		0		19' SNC Camerita Avenue - 17' EWC (N) Belden Street	
209	29	24N	4L	GATE		0		30' SSP - 36' EEPL 945 Sivano St	945 Sivano St
210	27	24N	12L	GATE		0		17' SNC Camerita Avenue - 14' EWC (N) Belden Street	
211	37	24N	4R	GATE		0		55' NNPL - 15' EEPL 3335 Branch St	3335 Branch St
212	34	24N	4L	GATE		0		36' NNPL - 13' WELL 946 Camerita Av	946 Camerita Ave
213	38	24N	6L	GATE		0		4' NSC Congress Avenue - 36' EEC Belden St	
301	84	23N	6L	GATE		0		19' EWC Alvarado Blvd - 19' SNC Nogales St (closed)	
302	98	23N	8L	GATE		0		6' EWC Alvarado Blvd - 23' SNC Nogales St	
303	138	23N	12L	GATE		0		19' SNC Nogales St - 5' WEC Alvarado Blvd	
304	137	23N	8L	GATE		0		22' SNC Nogales St - 6' WEC Alvarado Blvd	
305	136	23N	12L	GATE		0		26' SNC Nogales St - 4' WEC Alvarado Blvd	
306	99	23N	12L	GATE		0		23' SNC Congress Avenue - 33' WWC Alvarado Boulevard	
307	135	23N	4L	GATE		0		24' SNC Congress Avenue - 31' WWC Alvarado Boulevard	
308	80	23N	4L	GATE		0		34' WEPL Camerita - 39' NNPL 3416 Camerita Av	3416 Camerita Ave
309	146	23N	6L	GATE		0		60' WELL 1210 Los Robles Boulevard - 10' NSC Los Robles Boulevard	1210 Los Robles Blvd
310	52	23N	4L	GATE		0		44' SSP - 17' WWPL 1191 Los Robles Blvd	1191 Los Robles Blvd
311	51	23N	4L	GATE		0		51' SSP - 19' WWPL 1191 Los Robles Blvd	1191 Los Robles Blvd
401	14	24N	8L	GATE	RO122700	0		27' EC/L Rio Linda Blvd - 21' SC/L Camerita Av	
402	13	24N	6L	GATE		0		29' EC/L Rio Linda Blvd - 23' SC/L Camerita Av	
403	33	24N	6L	GATE		0		8' EWC Los Robles Blvd - 24' SNC Camerita Ave	
404	127	24N	8L	GATE		0		20' WEC Rio Linda Blvd - 20' SSC Camerita Ave	
405	79	24N	6L	GATE		0		24' NSPL Los Robles Blvd - 15' WEPL Cypress St	
406	35	24N	6L	GATE		0		22' NSPL Los Robles Blvd - 13' WEPL Cypress St	
407	69	24N	6L	GATE		0		29' EWPL Altos Av - 29' NSPL Ford Rd	
408	64	24N	6L	GATE		0		19' WEC Rio Linda Blvd - 13' NSC Ford Dr	
409	71	24N	6L	GATE		0		25' EWPL Altos Av - 25' NSPL Ford Rd	
410	70	24N	6L	GATE		0		32' EWPL Altos Av - 25' NSPL Ford Rd	
411	111	24N	6L	GATE		0		11' S C/L Ford Rd - 19' W C/L Bikerail	
412	112	24N	6L	GATE		0		10' S C/L Ford Rd - 20' W C/L Bikerail	
413	113	24N	2AV	AR		0		28' S C/L Ford Rd - 26' W C/L Bikerail (in M.H.)	
414	12	24N	4L	GATE		0		13' NSC Carmel St - 17' WEC Rio Linda Blvd	
415	61	24N	8L	GATE		0		8' NSC Carmel St - 18' WEC Rio Linda Blvd	
501	55	24N	4L	GATE	RO131829	0		48' WWPL - 26' SSPL - 1113 Los Robles	1113 Los Robles Blvd
502	39	24N	4L	GATE		0		39' NNPL - 16' EEPL 1028 Los Robles Blvd	1028 Los Robles Blvd
503	58	24N	2	GATE		0		12' EWLL - 13' SSPL 1017 Los Robles Blvd	1017 Los Robles Blvd
504	53	23N	4L	GATE		0		15' SSPL - 52' EWLL 1121 Los Robles Blvd	1121 Los Robles Blvd
505	32	24N	4L	GATE		0		37' NNPL - 17' WELL 946 Camerita Av	946 Camerita Ave
506	36	24N	6L	GATE		0		18' NNPL - On ELL 938 Los Robles Blvd	938 Los Robles Blvd
507	108	24N	6L	GATE		0		14' EWPL Branch St - 7' NSPL Los Robles Blvd	
508	96	24N	6L	GATE		0		3' EWPL Branch St - 58' SNLL 3315 Branch St	3315 Branch St
509	41	24N	4L	GATE		0		13' SNC Rivers Drive - 9' WEPL alley (May & Belden)	
510	42	24N	6L	GATE		0		11' SNC Rivers Drive - 10' WEPL alley (May & Belden)	
601	107	23N	6L	GATE		0		15' NSC Los Robles Blvd - 34' WWC Alvarado Blvd	
602	50	23N	6L	GATE		0		18' EWC Alvarado Blvd - 10' SNC Rivers Drive	
603	49	23N	6L	GATE		0		19' EWC Alvarado Blvd - 11' SNC Rivers Drive	
604	54	23N	4L	GATE		0		10' WWLL - 13' SSPL 1113 Rivers Drive	1113 Rivers Drive
701	62	24N	4L	GATE		0		9' NSC Union St - 19' WEC Rio Linda Blvd	
702	124	24N	28O	BO		0		41' WWC Rio Linda Blvd - 11' NSC Union St	
703	45	24N	6L	GATE		0		3' SSPL - 4' EWPL 925 Rivers Drive	925 Rivers Drive
704	103	24N	2	BO	RO986-4	0		23' NSPL Evans St - 4' WELL 800 Evans St	800 Evans St
705	85	24N	4L	GATE		0		8' SNC Evans St - 19' WEC Rio Linda Blvd	
706	123	24N	28O	BO		0		29' WWC Rio Linda Blvd - 8' SNC Evans St	
707	86	24N	8L	GATE		0		55' NSC Rivers St - 13' WEC Rio Linda Blvd	
708	77	24N	6L	GATE		0		29' EWPL Altos Av - 23' NSPL Carroll Av	
709	52	24N	6L	GATE		0		4' WEC Rio Linda Blvd - 16' NSC Rivers St	
710	120	24N	8L	GATE		0		31' WEC Rio Linda Blvd - 99' SSC Rivers St	
711	114	24N	68O	BO		0		171' NN Edge Bridge - 22' W C/L Bikerail	
801	78	24N	6L	GATE		0		4' EEPL 1025 Rivers Drive - 20' S Pole Line	1025 Rivers Drive
802	44	24N	4L	GATE		0		12' EEPL 3301 Branch Street - 20' S Pole Line	3301 Branch St
803	43	24N	6L	GATE		0		10' EEPL 3301 Branch Street - 20' S Pole Line	3301 Branch St
901	90	23N	4L	GATE		0		29' SNC Diamond Av - 19' WWLL 1281 Diamond Av	1281 Diamond Ave
902	89	23N	6L	GATE		0		7' SNC Arcade Blvd - 4' WEC Pamela Av	
903	5	23N	6L	GATE	RO107924	0		9.5' SNC Arcade Blvd - 11' EWC Clay St	
904	100	23N	8L	GATE		0		12' SNC Arcade Blvd - 8' EWC Clay St	

HYDRANTS										
New ID	Old ID	Old M&2	Make	Type	PLC Code	VLV Dist	Man Dist	Location		R.C.
101	23	24N	M	STD	M2-4 1/4G	15' N & 7' W	17' S	SE Cor Cypress & Nogales St		
102	45	24N	D	STD	DMH1-5 1/4H	57' E	58' W	SW Cor Silvano St & Rio Linda Blvd		
103	47	24N	M	STD		41' E	42' W	West Rio Linda Blvd - 4' N/R. Brise Ct		
104	13	24N	WH	WH	4R/42 1/2	9' W	17' E	E side Cypress St - 60' SW 1125 Carmelita Av		
201	20	24N	M	STD	M2-4 1/4G	12' N	17' S	S side Nogales St - 1' W/L 1104 Nogales St		
202	21	24N	M	STD	M2-4 1/4G	14' N	15' S	S side Nogales St - 20' E/R. May St - 1313 Nogales		RO124341
203	22	24N	M	STD	M6-5 1/4H	33N-6E	34' S	SE Cor Branch & Nogales St (RO136517)		REC122461
204	44	24N	M	STD	M4-4 1/2G	18' N	20' S	SE corner Carmelita Avenue - Beiden Street		
205	11	24N	K	STD	K11-5 1/4H	22' N	23' S	W/L - 101C Carmelita Ave - S. Side Carmelita Ave		
206	15	24N	AD	STD	AD2-5 1/4H	20' N	21' S	SW Corner Beiden Street & Congress Avenue		
301	43	23N	M	STD						
302	54	23N	M	STD	M2-4 1/4G	22' N	24' S	S side Nogales St - 2' E/W 1214 Nogales St		
303	58	23N	D	STD	D1-4 1/2H	22' S	23' N	NW Corner Carmelita Av & Alvarado Blvd		
304	33	23N	K	STD	K11-5 1/4H	13' N	14' S	S side Los Robles Blvd - W/L 1220 Los Robles Blvd		
305	17	23N	M	STD	M4-4 1/4G	5' N	7' S	S side Congress Av - 67' WWC Los Robles Blvd		
401	46	24N	K	STD	K11-5 1/4H	25' S	26' N	N Side Carmelita Ave - 9' WWC Cypress St		
402	9	24N	MH	STD	MH6-5 1/4H	27W-9N	28' E	SE Cor Carmelita Ave & Rio Linda Blvd		
403	24	24N	D	STD	D1-4 1/2H	12' N	13' S	S side Ford Rd - 4' E/L 810 Ford Rd		
404	8	24N	MH	STD	MH6-5 1/4H	24' N	25' E	SE Cor Rio Linda Blvd & Rio Linda Blvd		
501	14	24N	K	STD	K11-5 1/4H	15' NW	16' SE	NE Cor Congress Av & Branch St		
502	38	24N	K	WH	K11-5 1/4H	12' E	13' W	W side May St - on N/L 3315 May St		
503	16	24N	AD	STD	AD2-5 1/4H	20' S	22' N	NE Corner Rivera Dr & May St		
601	59	23N	K	STD	K11-5 1/4H	17' S	18' N	NW Corner Alvarado & Rivera Drive		
602	18	23N	AD	STD	AD2-5 1/4H	20' S	22' N	NW corner Rivera Drive & Sendora Street		
701	7	24N	MH	STD	MH6-5 1/4H	36' W	37' E	SE Cor Rio Linda Blvd & Rivera Dr		
801	17	24N	AD	STD	AD2-5 1/4H	15' S	17' N	NW Cor Branch St & Rivera Dr		
901	38	23N	K	STD	K11-5 1/4H	8' W	10' E	SE Cor Pamela Av & Diamond Av		RO004770
902	20	23N	R	WH	R2-4 1/2H	13' S	15' N	N side Arcade Blvd - E/L 1191 Arcade Blvd		

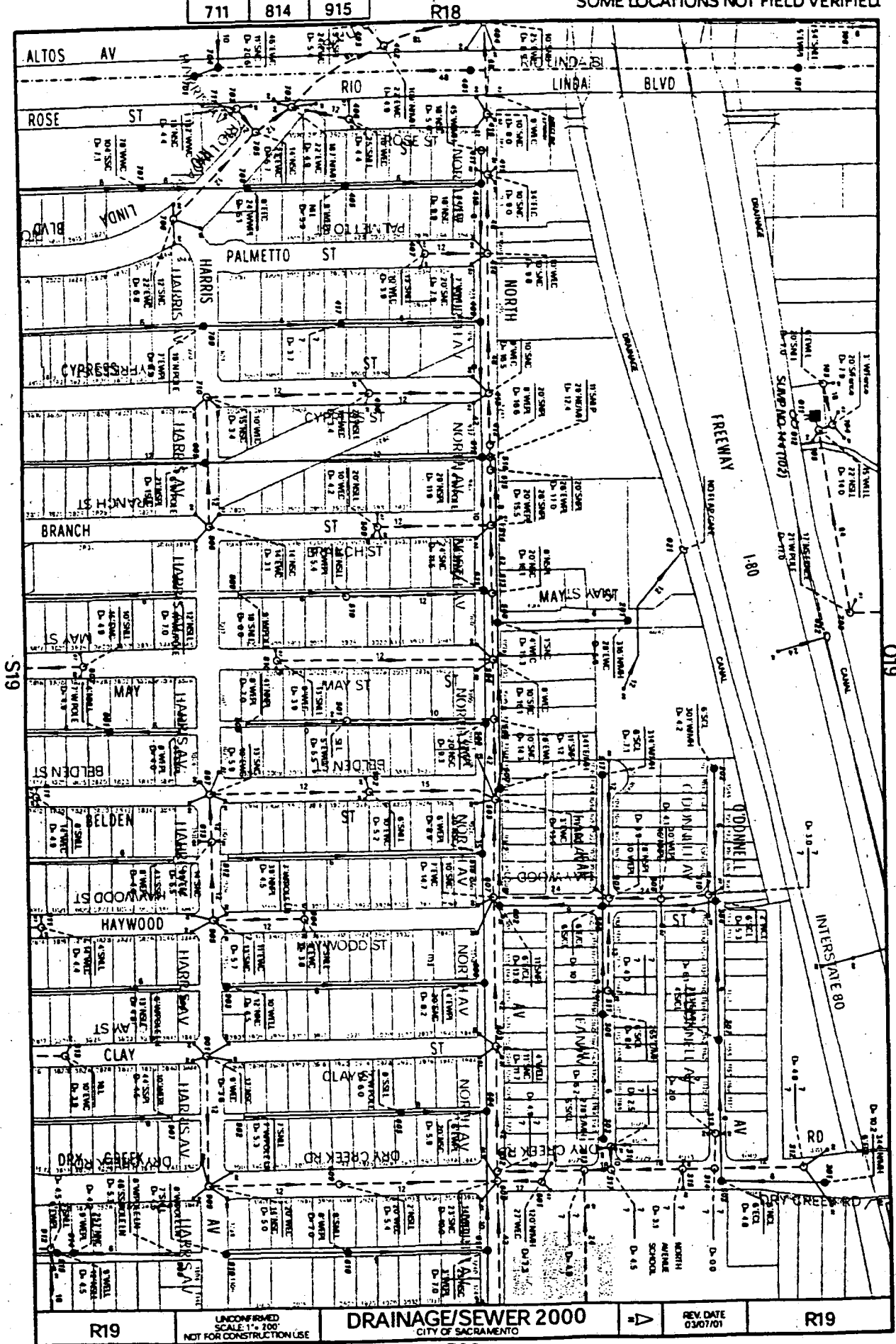


VALVES									Location		Service Address
New ID	Old ID	Old Map	Size/Coef	Type	R.O.	Turns	Src Type				
101	140	23N	6	GATE		0		11' SNC Nogales St - 14' WEC Garner Ln			
102	153	23N	6L	GATE		0		PENDING LOCATION - HIGH & NOGALES			
103	139	23N	12	GATE		0		14' SNC Nogales St - 18' WEC Garner Ln			
104	152	23N	12L	GATE		0		PENDING LOCATION - HIGH & NOGALES			
105	154	23N	6L	GATE		0		PENDING LOCATION - HIGH & NOGALES			
106	43	23N	6L	GATE		0		15' WEC High Street - 23' SNC Los Robles Blvd			
107	45	23N	6L	GATE		0		19' WEC High Street - 24' SNC Los Robles Blvd			
108	44	23N	6L	GATE		0		14' WEC High Street - 24' SNC Los Robles Blvd			
109	145	23N	6L	GATE		0		25' WEC High St - 25' SNC Los Robles Boulevard			
201	144	23N	12	GATE		0		11' SNC Nogales St - 10' EWC Maryville Blvd			
202	116	23N	12L	GATE		0		12' EWC Maryville Blvd - 23' SNC Nogales St			
203	114	23N	6L	GATE		0		13' EWC Maryville Blvd - 10' NSC Rossland St			
204	42	23N	6L	GATE		0		21' SNC Los Robles - 9' EWC Maryville Blvd			
301	32	23N	4L	GATE		0		6' SSLL 3530 Shelden St - 7' WEC Shelden St		3530 Shelden St	
302	33	23N	6L	GATE		0		5' EWC Ivy St - 142' NSC Rossland St			
303	81	23N	6L	GATE		0		10' EWC Ivy St - 4' NSC Rossland St			
304	34	23N	4L	GATE		0		4' EWC - 3' NSC 1672 Rossland St		1672 Rossland St	
305	31	23N	6L	GATE		0		17' WEC Shelden St - 7' NSC Rossland St			
306	30	23N	6L	GATE		0		19' WEC Shelden St - 7' NSC Rossland St			
307	29	23N	6L	GATE		0		14' WEC - 2' SSC 1640 Rossland St		1640 Rossland St	
308	2	23N	4L	GATE		0	FS	Five Svc-152' EEC Maryville Blvd (s)-36' S utility pole line-16' NSPL Rossland St			
309	28	23N	4L	GATE		0		6' NSC Christie Court - 10' WEC Shelden St			
401	46	23N	4L	GATE		0	IS	Park Service - 43' NSC Rivers Drive - 13' EWC High Street (bunded)			
402	48	23N	6L	GATE		0		10' SNC Rivers Drive - 20' WELL 3525 Rivers Drive		3525 Rivers Drive	
403	47	23N	6L	GATE		0		10' SNC Rivers Drive - 19' WELL 3525 Rivers Drive		1325 Rivers Drive	
404	128	23N	6L	GATE		0		52' SSPL Rivers Dr - 12' EWPL Well Lot			
501	22	23N	12L	GATE		0		24' EWC Maryville Blvd - 2' NSC Los Robles Blvd (E)			
502	40	23N	6L	GATE		0		9' SNC Los Robles Blvd (E) - 26' EWC Maryville Blvd			
503	41	23N	6L	GATE		0		14' SNC Los Robles Blvd (E) - 23' EWC Maryville Blvd			
504	39	23N	4L	GATE		0		6' WWPL - On SP. 1535 Los Robles Blvd		1535 Los Robles Blvd	
505	134	23N	6L	GATE		0	FS	Five Svc - 264' SSC Los Robles Blvd - 12' WEC Maryville Blvd			
601	123	23N	6L	GATE		0		83' NNPL - 5' WWPL 1700 Los Robles Blvd		1700 Los Robles Blvd	
602	35	23N	6L	GATE		0		81' NNPL - 9' WWPL 1700 Los Robles Blvd		1700 Los Robles Blvd	
603	36	23N	6L	GATE		0		55' NNPL - 3' WWPL 1700 Los Robles Blvd		1700 Los Robles Blvd	
604	37	23N	6L	GATE		0		56' NNPL - 8' WWPL 1700 Los Robles Blvd		1700 Los Robles Blvd	
605	38	23N	4L	GATE		0		5' WELL - 10' SSPL 1615 Los Robles Blvd		1615 Los Robles Blvd	
701	57	23N	6L	GATE		0		63' NSLL - 9' EWC 3251 Del Mar Wy		3251 Del Mar Way	
702	56	23N	4L	GATE		0		7' NSC Diamond Av - 1' EWC Del Mar Wy			
703	126	23N	6L	GATE		0		9' SNC Arcade Blvd - 6' EEP 1241 Arcade Blvd		1241 Arcade Blvd	
704	20	23N	4L	GATE		0		12' SNC Arcade Blvd - 5.5' WEC Caliente St			
705	19	23N	4L	GATE		0		4' SNC Arcade Blvd - 7' EWC Delmar Wy			
801	151	23N	6L	GATE		0		19' EWC Maryville Blvd - 113' N/H Bridge abutment			
802	23	23N	12L	GATE		0		2' N of NE bridge abutment - 1' E of NE bridge abutment			
803	115	23N	6L	GATE		0		18' EWC Maryville Blvd - 13' NSPL Hagganwood Park			
804	24	23N	12L	GATE		0		2' S of SE corner bridge abutment - 1' E of SE bridge abutment			
805	113	23N	6L	GATE		0		15' EWC Maryville Blvd - 184' NSC Emma Dr			
806	149	23N	280	BO		0		28' EEP 3235 Emma Dr - 9' NSC Emma Dr		3235 Emma Drive	
807	148	23N	6L	GATE		0		9' NSC Emma Dr - 12' EWC Maryville Blvd		3225 Doggs Park Drive	
901	80	22N	2WE	WHEEL		0		9' SSPL - 35' WELL 3225 Doggs Park Dr		3225 Doggs Park Drive	
902	8	22N	6L	GATE		0		10' SSPL 3225 Doggs Park Dr - 38' WELL 3225 Doggs Park Dr		3225 Doggs Park Drive	
903	0	23N		GATE		0					
904	88	22N	4L	GATE		0		60' NSC Del Paso Blvd (W) - 5' WEC Arcade Blvd			
905	88	22N	4L	GATE		0		60' NSC Del Paso Blvd (W) - 5' WEC Arcade Blvd			

HYDRANTS										Location	R.O.
New ID	Old ID	Old Map	Mark	Type	PIC Code	VLV Dist	Main Dist				
101	55	23N	M	STD	M2-4 1/4G	16' S	18' N	NW Cor Nogales St & Garner Ln			
102	56	23N	M	STD	M2-4 1/4G	23' N	25' S	SW Cor Nogales & High Sts			
103	13	23N	K	STD	K11-5 1/4H	23' E	21' W	NW Cor Los Robles Blvd & High St			
104	60	23N	K	STD	K11-5 1/4H	21' N	22' S	S side Los Robles Blvd - ELL 1310 Los Robles Blvd			
201	57	23N	M	STD	M2-4 1/4G	22' N	24' S	S Side Nogales St - 2' WELL 1510 Nogales St			
202	36	23N	R	STD	R2-4 1/2H	17' E	19' W	SW Cor Maryville Blvd & Nogales St			
203	61	23N	K	STD	K11-5 1/4H	17' N	18' S	S side Los Robles Blvd on WLL 1428 Los Robles Blvd	RO107089		
204	37	23N	PS	STD	PS5-4H	17' E	19' W	SW Cor Maryville Blvd & Los Nogales Blvd			
301	63	23N	W	STD	W1-5 1/4H	14' N	15' S	SW Cor Rossland St/Sheldon St (south side)			
302	7	23N	M	STD	M6-5 1/4H	13' N	14' S	SW Cor Ivy St & Rossland St			
303	5	23N	M	STD	M7-5 1/4L	21' W	22' E	SE Cor Christie Ct & Sheldon St			
401	48	23N	K	STD	K11-5 1/4H	14' S	15' N	NW Corner Rivers Drive & High Street			
402	48	23N	K	STD	K11-5 1/4H	14' S	15' N	NW Corner Rivers Drive & High Street			
501	11	23N	PS	STD	PS5-4H	29' E	31' W	SW Cor Maryville Blvd & Los Robles Blvd	RO102881		
601	66	23N	M	STD	M7-5 1/4L	32' E	33' W	W Svc- Sheldon St - Front of 3361 Sheldon St			
602	8	23N	WH	WH	4R(4x2 1/2)	N 123' 34'	11' W	NW Cor Ivy St & Sheldon St			
603	10	23N	WH	WH	4R(4x2 1/2)	USE GV 38' 3"	158' W	E side Barton Wy - 4' NSLL 3308 Barton Wy			
604	9	23N	WH	WH	4R(4x2 1/2)	USE GV 37' 4"	7' N	N side Los Robles Blvd - 1' WELL 1617 Los Robles Blvd			
701	47	23N	G	STD	G1-2 1/2R (W)	6' N	7' S	S side Diamond Av - 4' WWPL 1310 Diamond Av			
702	21	23N	WH	WH	4R(4x2 1/2)	11' S	13' N	N side Arcade Blvd - 1' EELL 1241 Arcade Blvd			
801	62	23N	W	DP	W2-5 1/4K	20' W	22' E	E side Maryville Blvd - 266' SSC Los Robles Blvd (back of sdwb.)			
802	0		AD	STD	AD4-6H	23' E	24' W	3' SNPL 3247 PALMER			
803	22	23N	MM	STD	MM2-4 1/2H	20' E & 17' N	21' W	NW Cor Maryville Blvd & Emma Dr (3237 Maryville)			
901	21	22N	M	STD	MM-4 1/2G	11' W	13' E	SE Cor Doggs Park Dr			
902	1	23N	WH	WH	3R(3x2 1/2)	VB (GV80M)	80M	N side Doggs Park Dr - 5' WWPL - 1643 Doggs Park Dr			
	</										

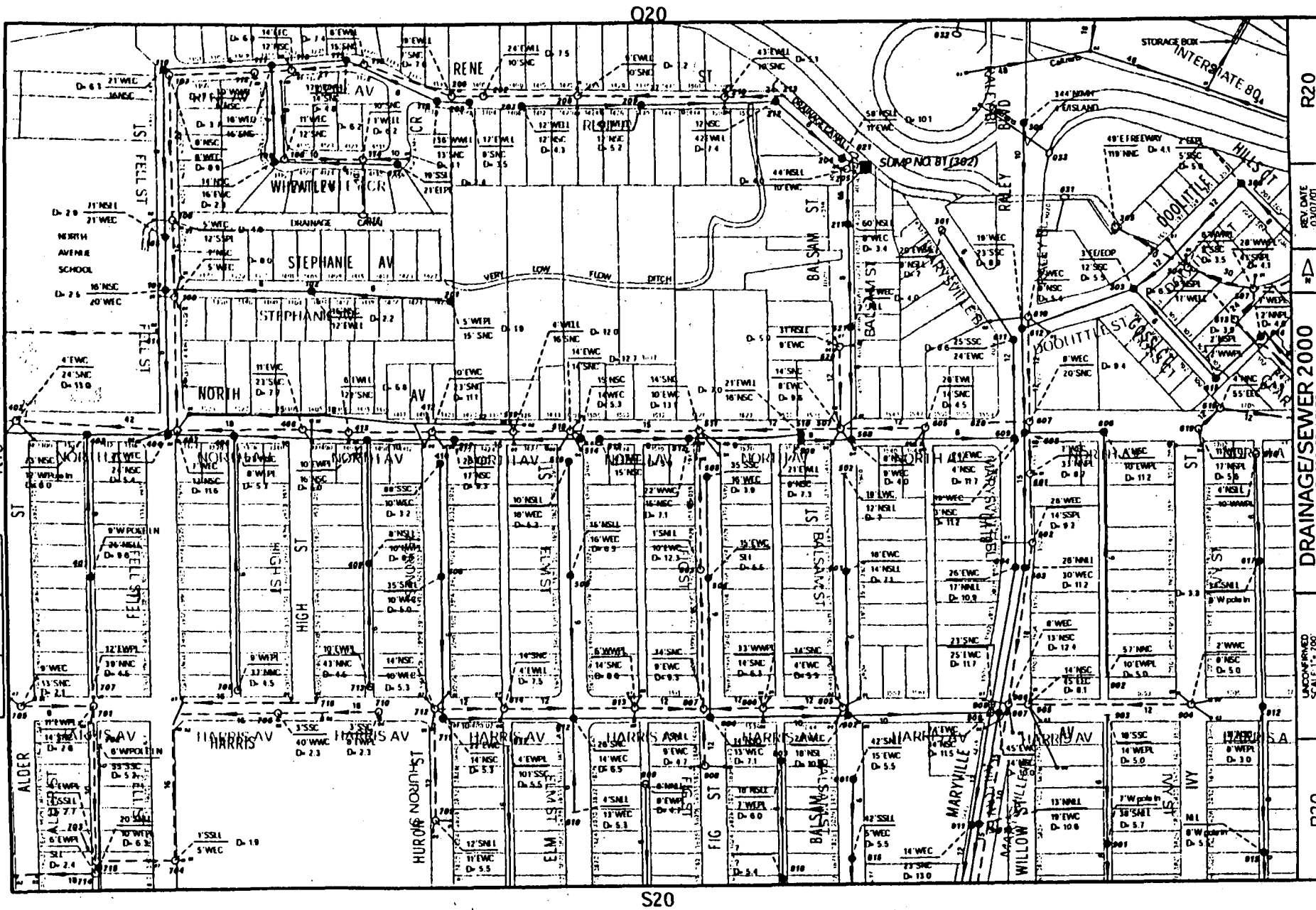
106	203	317
417	518	613
711	814	915

NOTE: Based on available information.
SOME LOCATIONS NOT FIELD VERIFIED



118	213	308
414	521	620
716	816	913

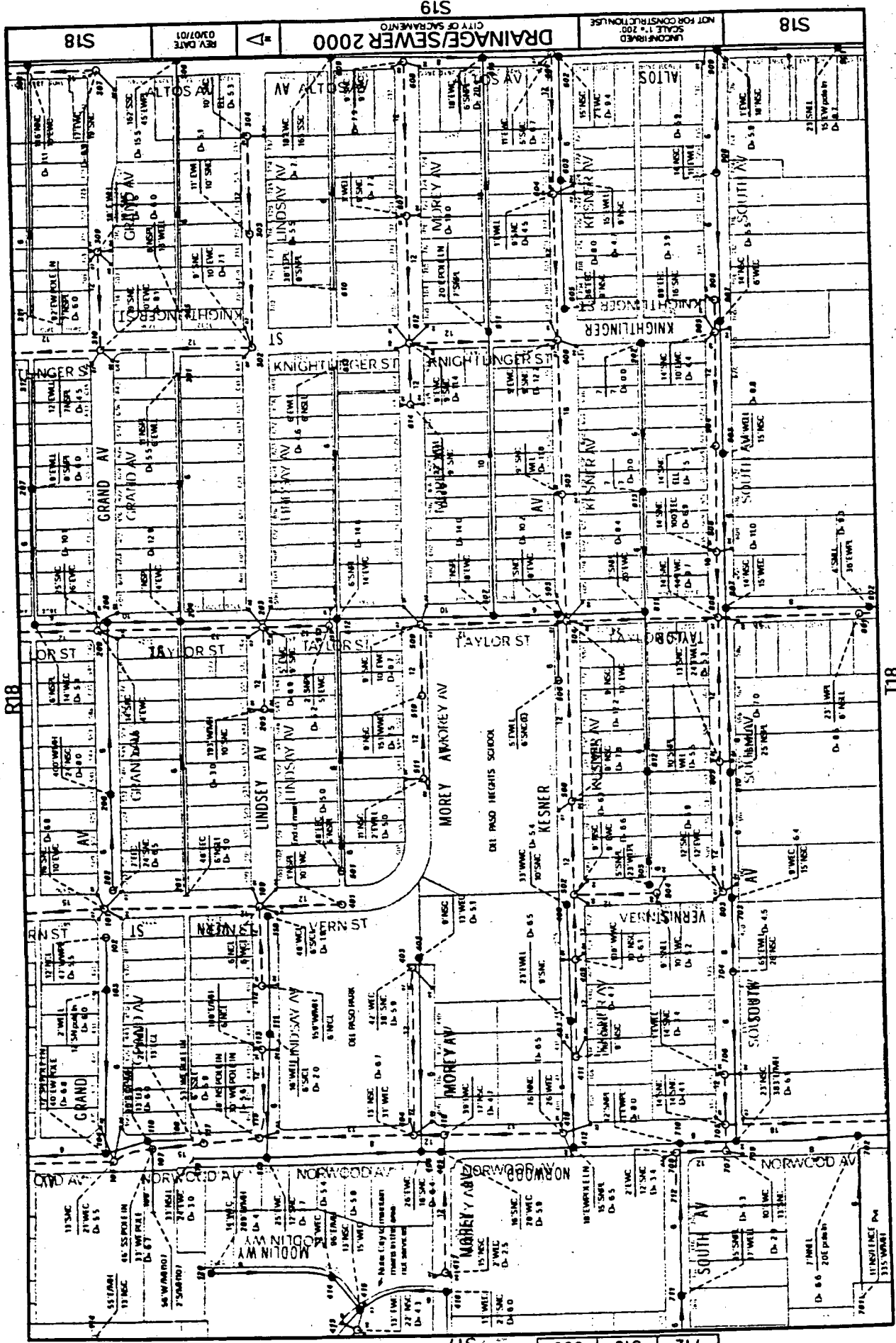
NOTE: Based on available information.
SOME LOCATIONS NOT FIELD VERIFIED.



S20

120	210	312
418	513	615
712	813	909

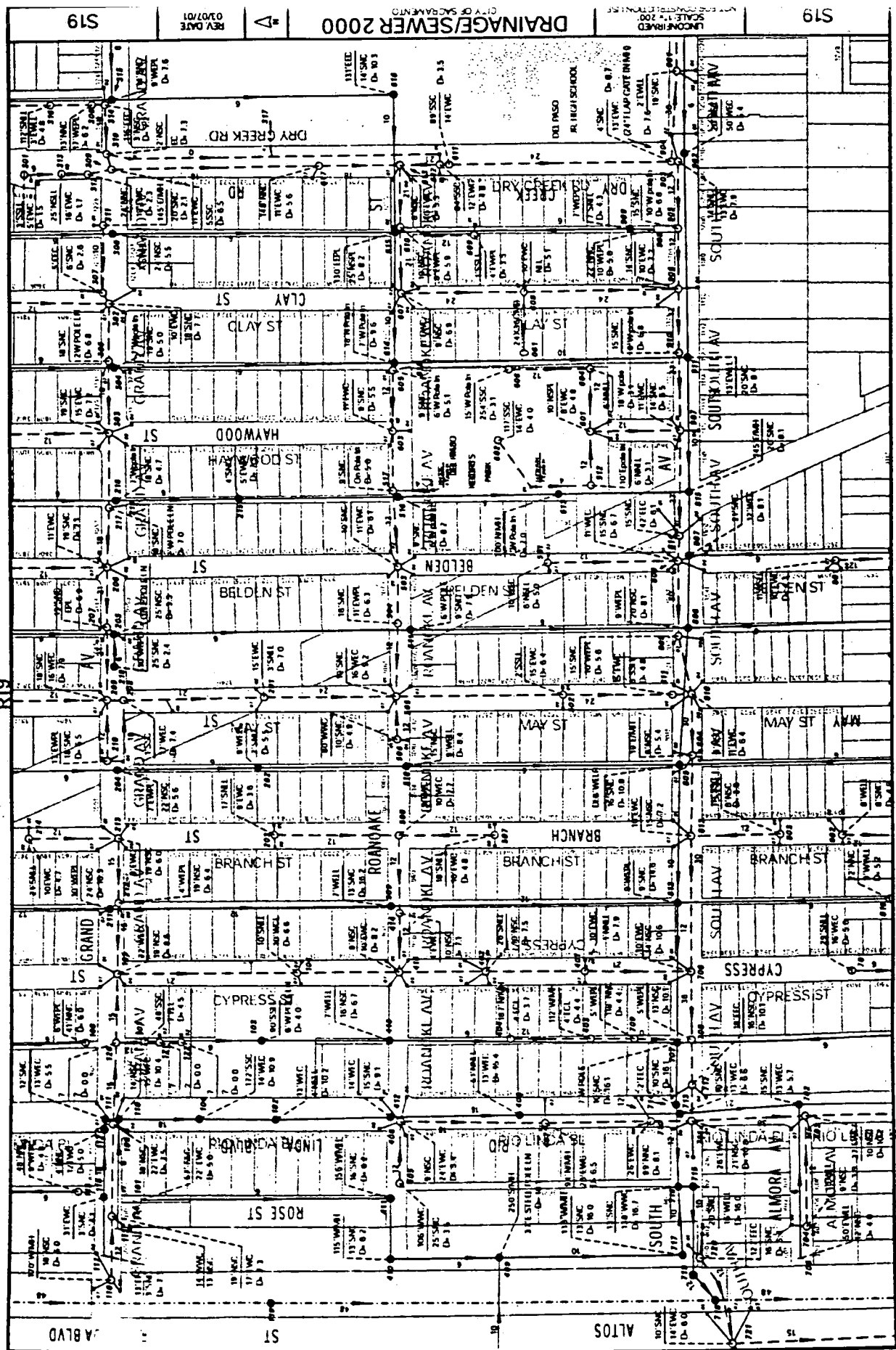
NOTE: Based on available information
SOME LOCATIONS NOT FIELD VERIFIED



DRAINAGE SEWER 2000
SCALE 1" = 200'
CITY OF SACRAMENTO
REV DATE 03/07/01

122	219	317
415	517	618
721	816	911

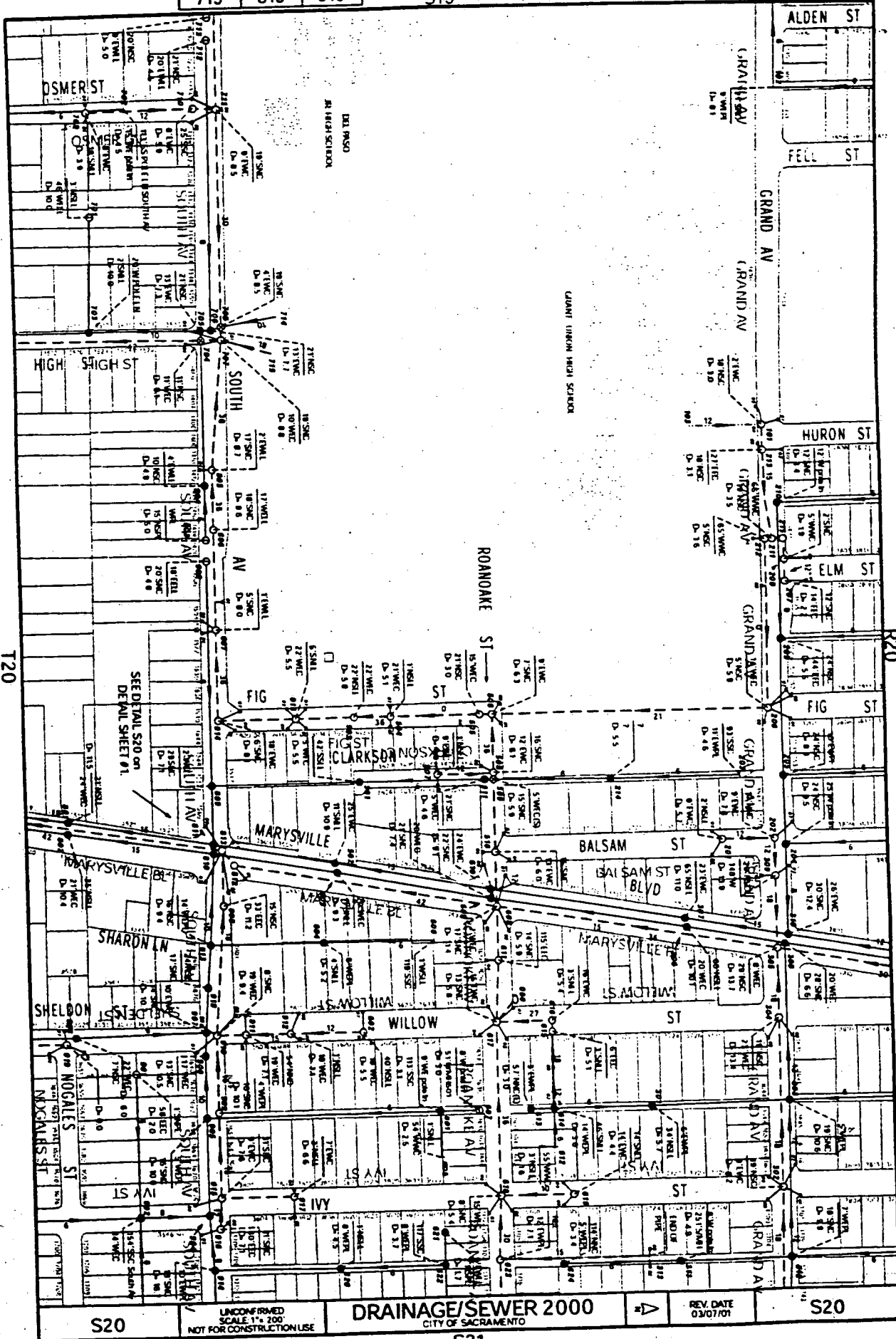
NOTE: Based on available information
SOME LOCATIONS NOT FIELD VERIFIED



103	215	313
	511	624
715	815	919

NOTE: Based on available information.
SOME LOCATIONS NOT FIELD VERIFIED.

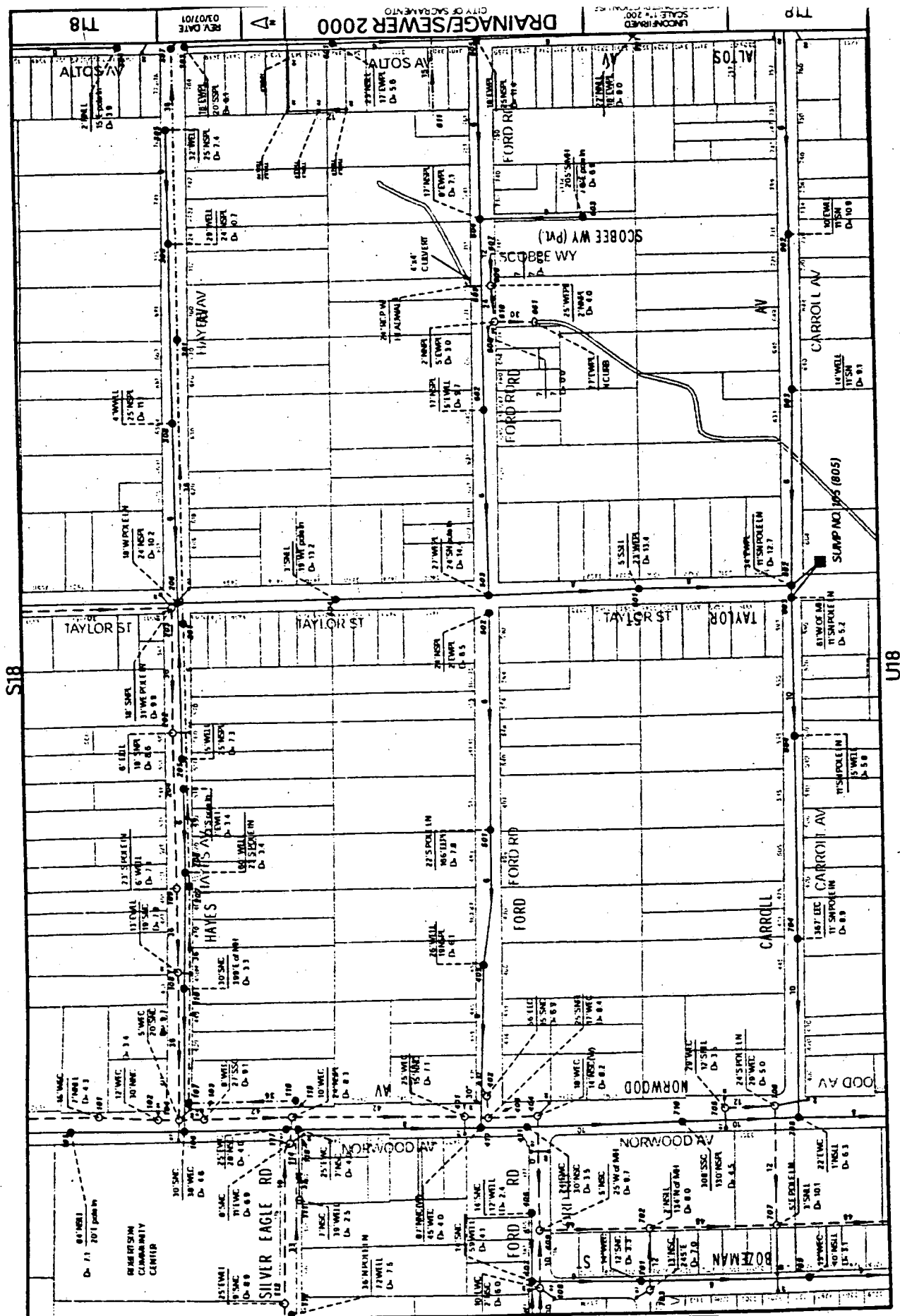
S19



(325)

118	208	308
411	504	611
710	804	903

NOTE: Based on available information
SOME LOCATIONS NOT FIELD VERIFIED



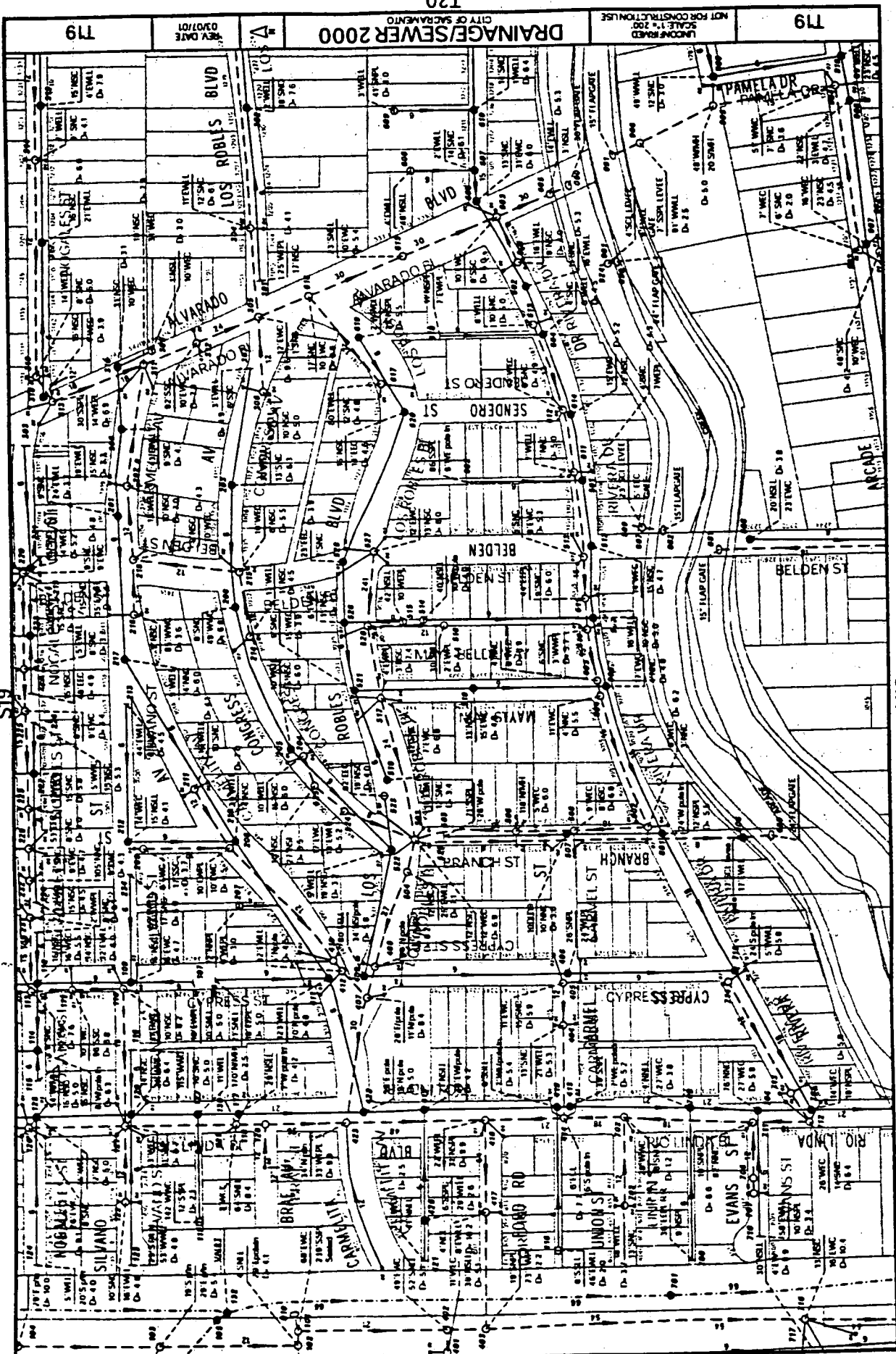
DRAINAGE/SEWER 2000

REV DATE 03/07/01

T18

132	234	318
423	529	620
717	809	924

NOTE: Based on available information
SOME LOCATIONS NOT FIELD VERIFIED



615

U19

T19

DRAINAGE/SEWER 2000
CITY OF SACRAMENTO

NOT FOR CONSTRUCTION USE
SCALE: 1\"/>

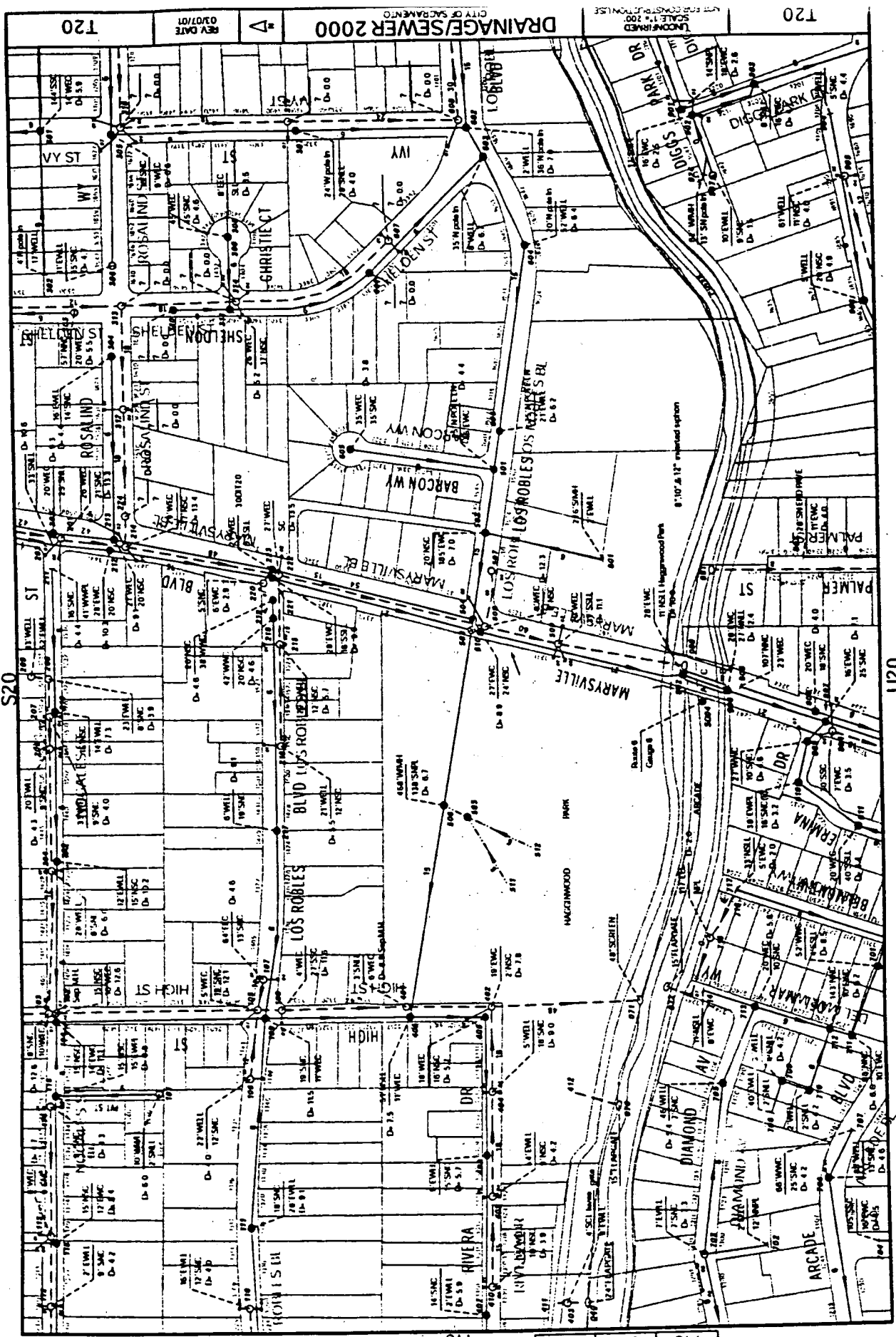
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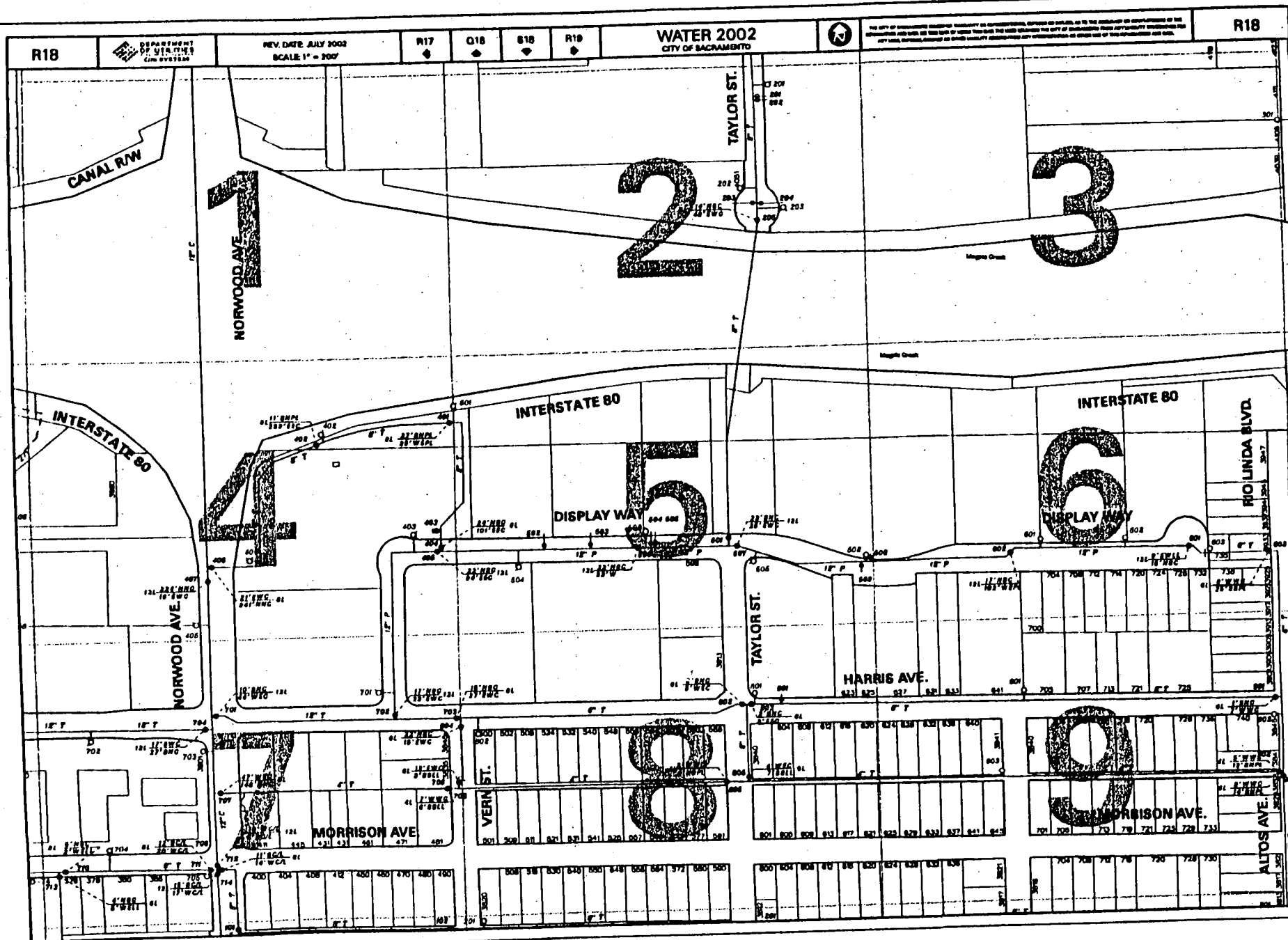
120

(327)

116	224	316
412	512	608
718	811	924

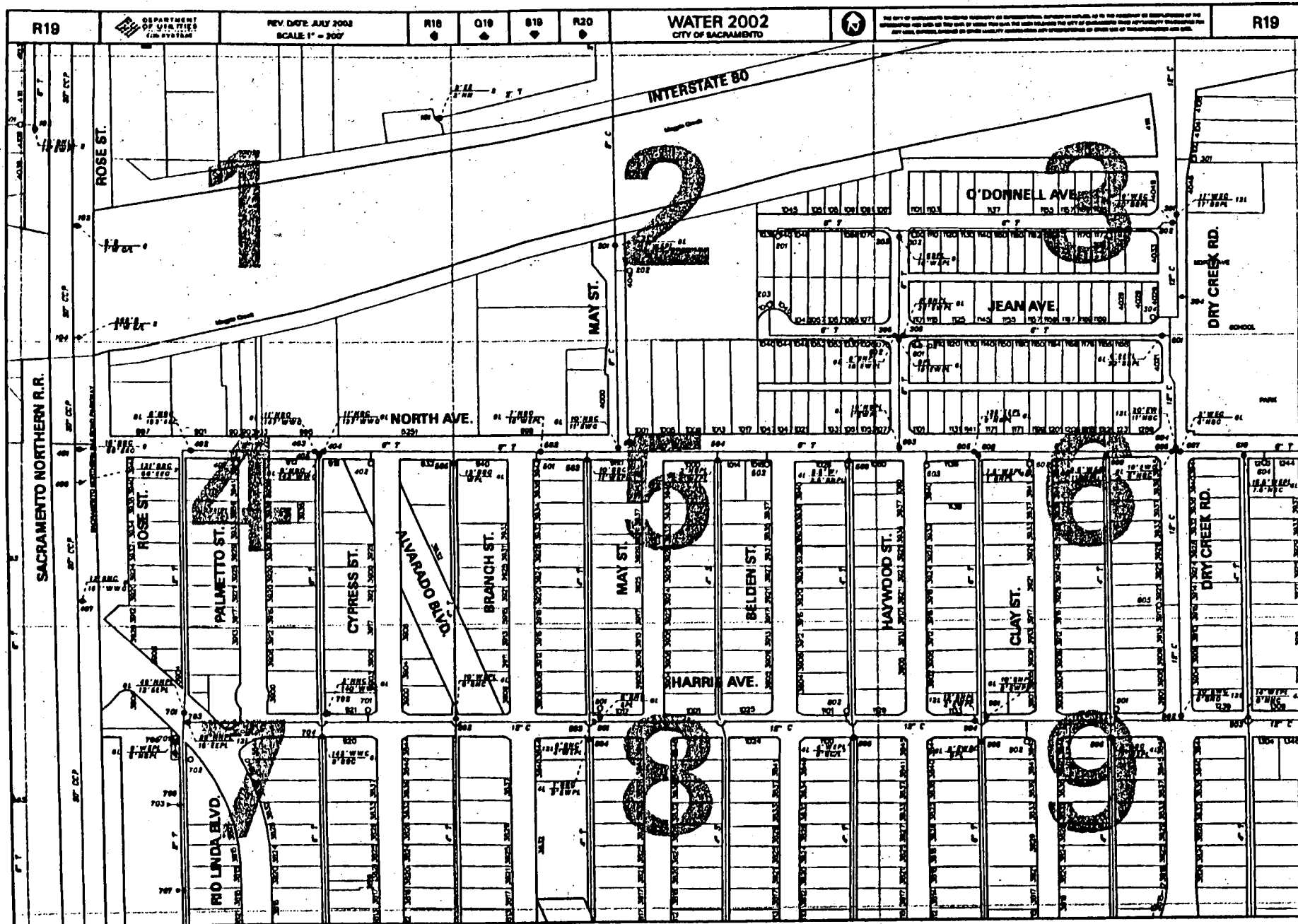
NOTE: Based on available information
SOME LOCATIONS NOT FIELD VERIFIED





VALVES											
New ID	Old ID	Old Map	Size&Open	Type	R.O.	Turns	Svc Type	Location		Service Address	
201	129	39N	BL	GATE		0		18 WEC Taylor St - 125' NNLL 4051 Taylor St		4051 Taylor St	
202	130	39N	BL	GATE		0		18 WEC Taylor St - 113' NNLL 4051 Taylor St		4051 Taylor St	
203	132	39N	BL	GATE		0		45' EWC Taylor St - 54' NSC Taylor St			
204	131	39N	BL	GATE		0		48' EWC Taylor St - 51' NSC Taylor St			
205	102	39N	BL	GATE		0		14' NSC Taylor St - 48' EWC Taylor St			
401	123	38N	BL	GATE		0		27' SNPL Norwood Ave - 39' WEPL 3942 Norwood Ave		3942 Norwood Ave	
402	124	38N	BL	GATE		0		11' SNPL Norwood Ave - 237' EEC Norwood Ave			
403	122	38N	BL	GATE		0		14' NNC Display Wv - 69' WEPL 3942 Norwood Ave		3942 Norwood Ave	
404	75	38N	BL	GATE		0		Svc 24' NSC and 101' EEC Display Wv			
405	76	38N	12L	GATE		0		22' NSC and 94' EEC Display Wv			
406	60	38N	BL	GATE		0		21' EWC Norwood Av - 341' NNC Harms Av			
407	25	38N	12L	GATE		0		224' NNC Harms Av - 19' EWC		Norwood Ave	
501	0	39N		GATE		0					
502	103	39N	BL	GATE		0		Svc - 23' NSC Display Wv - 57' E/RH 46		46 F.H. #	
503	128	39N	BL	GATE	RO77777	0	PS	Fire Svc - 69' EWLL 565 Display - 27' SNC Display		565 Display Wv	
504	126	39N	BL	GATE	RO78140	0	PS	Fire Svc - 14' EWLL 599 Display Wv - 21' SNC		599 Display Wv	
505	127	39N	4L	GATE	RO78139	0		18' EWLL 599 Display Wv - 21' SNC - W1 3' Meter		599 Display Wv	
506	104	39N	12L	GATE		0		22' NSC Display Wv - 33' W/RH 47		47 F.H. #	
507	106	39N	12L	GATE		0		23' SNC Display Wv - 25' EWC Taylor St			
508	136	39N	BL	GATE		0	PS	F.S. - 73' EEPL 3900 Taylor St - 23' NSC Display Wv		3900 Taylor St	
509	135	39N	BL	GATE		0	PS	F.S. - 56' EEPL 3900 Taylor St - 23' NSC Display Wv		3900 Taylor St	
601	134	39N	12L	GATE		0		9' EWLL 732 Display Wv - 15' NSC Display Wv		732 Display Wv	
602	133	39N	12L	GATE		0		17' NSC Display Wv - 102' WEPL 625 Display Wv		625 Display Wv	
603	68	39N	BL	GATE		0		9' WWC Rio Linda Blvd - 25' SSPL 3933 Rio Linda Blvd		3933 Rio Linda Blvd	
701	71	38N	12L	GATE		0		10' SNC Harms Av (E) 44' WEC Norwood Av (S)			
702	72	38N	12L	GATE		0		17' NSC Harms Av 23' EWC Display Wv			
703	73	38N	BL	GATE		0		15' NSC Harms Av 27' EWC Display Wv			
704	49	38N	12L	GATE		0		17' EWC Norwood Av - 27' SNC Harms Av (W)			
706	21	38N	BL	GATE		0		12' EWC Vern St - 3' SLL 3835 Vern St		3835 Vern St	
707	19	38N	BL	GATE		0		47' WEC Norwood Av - 148' NNC Morrison Av (E)			
708	20	38N	4L	GATE	RO98451	0		7' WWC Vern St - 6' SLL 3835 Vern St		3835 Vern St	
709	18	38N	12L	GATE	RO107101	0		18' WCL Norwood Av - 8' SCL Morrison Av			
710	27	38N	BL	GATE		0		5' NSC - 3' WELL 374 Morrison Av		374 Morrison Av	
711	47	38N	BL	GATE		0		17' SCL Morrison Av - 20' WCL Norwood Av			
712	46	38N	BL	GATE		0		11' SCL Morrison Av - 14' WCL Norwood Av			
713	14	38N	BL	GATE	RO76643	0		4' NSC Morrison Av - 5' WELL 374 Morrison Av		374 Morrison Av	
714	45	38N	12L	GATE		0		15' SCL Morrison Av - 17' WCL Norwood Av			
801	125	39N	BL	GATE	RO78032	0	PS	Fire Svc - 65' EEC Taylor St - 2' SNC Harms Av			
802	93	39N	BL	GATE		0		5' SNC Harms Av - 9' WEC Taylor St			
803	66	39N	BL	GATE		0		3' SNC Harms Av - 3' EEC Taylor St			
804	74	38N	BL	GATE		0		12' NSC Harms Av 15' EWC Vern St			
805	65	39N	BL	GATE		0		4' WEC - 7' SLL 3840 Taylor St		3840 Taylor St	
806	37	39N	4L	GATE		0		3' WWC Taylor St - 6' NSPL Alley (Harms & Morrison Aves)			
901	67	39N	BL	GATE		0		1' SNC Harms Av - 7' WWC Rio Linda Blvd			
902	28	39N	4L	GATE		0		5' WWC Rio Linda Blvd - 12' SNPL Alley (Morrison & Harms Aves)			
903	27	39N	BL	GATE		0		3' WWC Rio Linda Blvd - 14' SNPL Alley (Morrison & Harms Aves)			

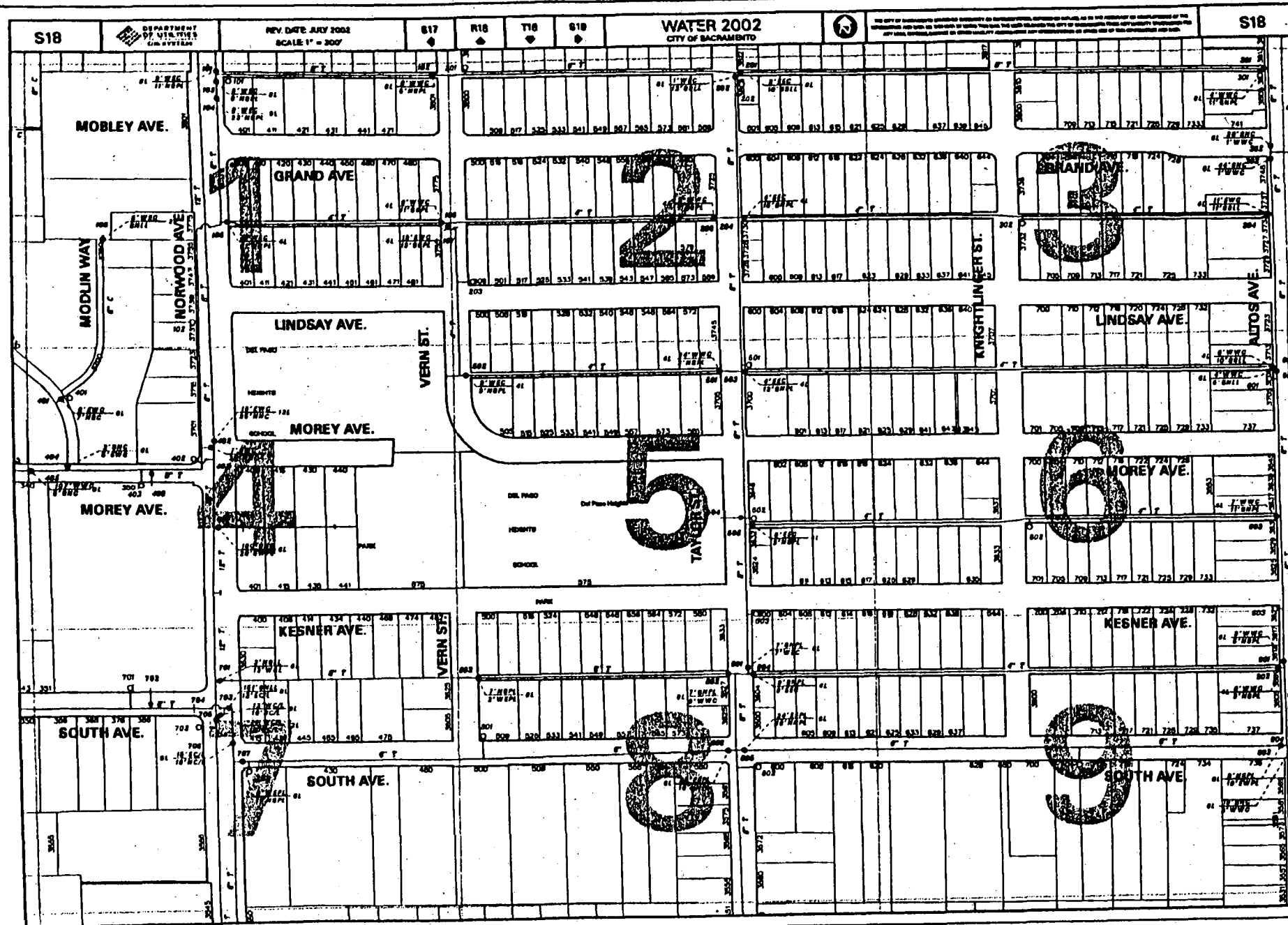
HYDRANTS										Location		R.O.
New ID	Old ID	Old Map	Make	Type	PIC Code	VLV Dist	Main Dist					
201	50	39N	W	DP	W2-S 1/4K	24' W	25' E	E Side Taylor St - 170' NNLL 4051 Taylor				
202	52	39N	W	DP	W2-S 1/4K	40' E	41' W	W Side Taylor St - in front of 4051 Taylor St				
203	51	39N	K	DP	K12-S 1/4K	40' E	54' E	E Side Taylor St - 67' NSLL 4051 Taylor St				
301	11	39N	PS	STD	PS5-4H	9' E	12' W	W side Rio Linda Blvd - 3' NSLL 4111 Rio Linda Blvd				
402	72	38N	W	DP	W2-S 1/4H	8' S	9' N	NPL 3942 Norwood Ave - EEC Norwood Ave				
403	55	38N	AD	DP	AD3-S 1/4K	30' S	31' N	NE Cor Display Wv				
404	73	38N	W	DP	W2-S 1/4H	10' E	12' W	SE corner 3942 Norwood Ave				
405	31	38N	AD	DP	AD3-S 1/4K	24' E	25' W	W side Norwood Av (between I-680 & Harms Av)				
501	71	38N	W	DP	W2-S 1/4H	22' S	23' N	NE corner of property 3942 Norwood Ave				
502	47	39N	AD	STD	AD3-S 1/4K	29' S	30' N	N Side Display Wv				
503	57	39N	AD	STD	AD2-S 1/4H	29' S	30' N	N Side Display Wv - 63' EEPL 3900 Taylor St				
504	46	39N	AD	DP	AD3-S 1/4K	25' N	26' S	S Side Display Wv				
505	48	39N	AD	DP	AD3-S 1/4K	45' N	46' S	E Side Display Wv & Taylor St				
601	55	39N	AD	STD	AD2-S 1/4H	32' S	33' N	N Side Display Wv				
602	56	39N	AD	STD	AD2-S 1/4H	31' S	32' N	N Side Display Wv				
603	31	39N	M	STD	M4-4 1/2G	6' S	11' N	N side Williams Av - 210' WCL Rio Linda Blvd		RO94504		
701	54	38N	AD	DP	AD3-S 1/4K	26' E	27' W	NW Cor Harms Av & Display Wv				
702	33	38N	AD	DP	AD3-S 1/4K	27' N	28' S	S side Harms Av (between Research Dr & Norwood Av)				
703	9	38N	K	STD	K4-4 1/4H	11' E	13' W	SW Cor Norwood & Harms Ays				
704	32	38N	AD	DP	AD3-S 1/4K	44' S	45' N	N side Morrison Av at 378 Morrison Av				
705	30	38N	AD	STD	AD3-S 1/4K	7' E	8' W	SW Cor Norwood & Morrison Ays				
801	28	39N	D	STD	D1-4 1/2H	14' S	15' N	NE Cor Taylor St & Harms Av				
802	1	38N	D	STD	D1-4 1/2H	20' N	22' S	S side Harms Av - 30' EEC Vern St		RO21026		
901	28	39N	D	STD	D1-4 1/2H	14' S	15' N	NE Cor Taylor St & Harms Av				
902	30	39N	D	STD	D1-4 1/2H	23' E & 2' N	25' W	SW Cor Alkos Ave & Harms Ave				
903	15	39N	WH	WH	4R(4x2 1/2)	15' S	16' N	W side Knightinger St - on SLL 3841 Knightinger St				



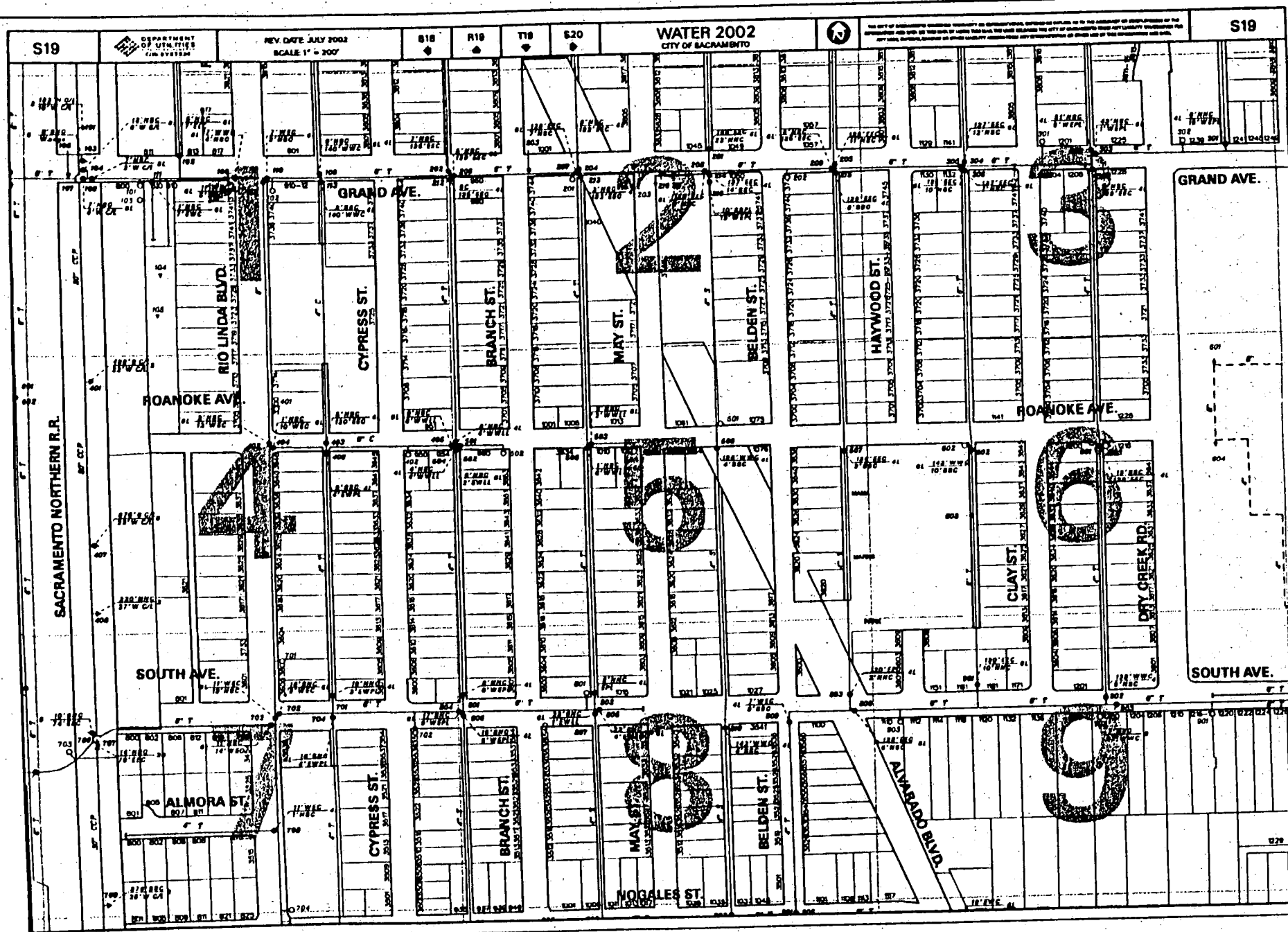
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VALVES									
New ID	Old ID	Old Map	Size & Open	Type	R.O.	Turns	Svc Type	Location	Service Address
101	99	40N	6L	GATE		0		7 SSC Rene Av - 10' EEC Wheatsheaf Cr	
102	100	40N	6L	GATE		0		18 SSC Rene Av - 7' EEC Wheatsheaf Cr	
103	101	40N	6L	GATE		0		19 EEC Fell St - 6' SSC Rene Av	
104	98	40N	6L	GATE		0		7 WWC Wheatsheaf Cr - 42' NNLL 4145 Wheatsheaf Cr	4145 Wheatsheaf Cir
105	70	40N	6L	GATE		0		4 SNLL Well 138 - 10' EEC Fell St	138 Well #
106	46	40N	8L	GATE		0		15 EEC Fell St - 11' NMC Stephanie Av - Well #138	138 Well #
107	91	40N	8L	GATE		0		26 WEC Fell St - 12' SNLL Well #138	138 Well #
108	71	40N	6L	GATE		0		12 SNLL Well 138 - 10' EEC Fell St	138 Well #
109	69	40N	6L	GATE		0		8 SSC Stephanie Av - 21' EEC Fell St	
201	62	40N	6L	GATE		0		16 NSC - 5' EEPL 1512 Rene Av	1512 Rene Ave
301	157	41N	2WE	WHEEL		0		16 NMC Mills Ct - 6' WWC Doolittle St	
302	155	41N	8P	GATE		0		10' EEC Doolittle St - 6' NMC Mills Ct	
303	96	41N	8L	GATE		0		3 SSLL - 70' WELL 206 Mills Ct	206 Mills Court
401	56	40N	6L	GATE		0		21' NMC North Av - 5' EEC Fell St (N)	
402	92	40N	6L	GATE		0		4 WEC - 13' NSC 1324 North Av	1324 North Ave
403	17	40N	6L	GATE		0		2' EWPL alley - 5.5' NSC North Av	
404	149	40N	6L	GATE	RO132098	0		10' NSC - on EPL 1408 North Av	1408 North Ave
405	5	40N	6L	GATE		0		3' EWPL alley - 1' SSC North Av	
406	6	40N	4L	GATE	RO132098	0		6' EWPL alley - 11' NSPL North Av	
407	18	40N	4L	GATE		0		4' EWPL alley - 1' SSC North Av	
501	47	40N	6L	GATE	RO125866	0		17' EWC Bassam St - 14' NSC North Av	
502	139	40N	6L	GATE	RO125866	0		15' WWLL 1510 North Av - 12' NSC North Av	1510 North Ave
503	7	40N	4L	GATE	RO125866	0		15' EWPL alley - 11' NSC North Av	
504	8	40N	4L	GATE	RO125866	0		10' NSC North Av - 11' WEPL alley (Erm St & Fig St)	
505	9	40N	4L	GATE	RO125866	0		10' NSC North Av - 5' WEPL alley - 11' WWLL 1510 North Av	1510 North Ave
601	99	41N	6L	GATE		0		44' NSLL - 1' EWLL Clark Ct	
602	66	41N	6L	GATE		0		17' NSPL Goss Ct - 1' WEPL Goss Ct	
603	65	41N	8L	GATE		0		33' EWPL 1702 North Av - 4' NNPL North Av	1702 North Ave
604	111	41N	12L	GATE		0		17' EEPL 1w St - 39' NSPL North Av	
605	207	41N		GATE		0			
606	133	40N	6L	GATE		0		3' NSC North Av (W) - 10' EWC Marvante Blvd	
607	206	41N		GATE		0			
608	159	40N	6L	GATE	Ave Reconstr	0		17' NSC North Av - 23' EEC Marvante Blvd	
609	10	40N	6L	GATE	RO125866	0		7' NSC North Av - 9' EWPL alley (Bassam & Marvante)	
610	208	41N		GATE		0			
611	160	40N	6L	GATE		0		16' NSC North Av - 153' EEC Marvante Blvd	
612	11	40N	4L	GATE	RO125866	0		6' NSC North Av - 8' WEPL alley	
613	129	41N	6L	GATE		0		52' SSPL North Av - 5' WELL alley	
701	94	40N	4L	GATE		0		42' NMC - 9' EEPL 3900 Fell St	3900 Fell St
702	77	40N	4L	GATE		0		8' 7' SMC Harms Av - 15' 9' WWLL 3901 Huron St	3901 Huron St
703	93	40N	8L	GATE		0		8' SMC - 5' EEPL 3900 Fell St	3900 Fell St
704	75	40N	12L	GATE		0		15' SMC Harms Av - 2' EWPL alley	
705	76	40N	12L	GATE		0		15' SMC Harms Av - 8' EWPL alley	
706	74	40N	6L	GATE		0		7' SMC Harms Av - 4' EWPL alley (Fell St & Alder St)	
707	45	40N	6L	GATE		0		1' EWPL alley - 2' NSC Harms Av	
801	78	40N	4L	GATE		0		6' SMC Harms Av - 8' WEPL alley	
802	13	40N	4L	GATE	RO125914	0		7' EEWPL alley (Bassam & Fig St) - 6' SMC Harms Av	
803	138	40N	4L	GATE	RO126019	0		7' SMC Harms Av - 9' WEPL alley (Erm & Huron St)	
804	79	40N	6L	GATE		0		7' SMC Harms Av - 8' EWPL alley (Bassam St & Fig St)	
805	85	40N	12L	GATE	RO13239	0		37 inch deep - 10' EWC Bassam St - 11' SMC Harms Av	
806	31	40N	4L	GATE		0		4' NSC Harms Av - 4' WEPL alley	
807	102	40N	6L	GATE		0	FS	Fire Svc - 6' EWC Bassam St - 7' NSLL 3945 Marvante Blvd	3945 Marvante Blvd
901	140	40N	2	GATE	RO130423	0		3' EWPL alley - 12' NNPL Harms Av	
902	141	40N	2	GATE	RO130423	0		12' NNPL Harms Av - 6' EWPL alley	
903	12	40N	6L	GATE		0		1' EEC Harms Av - 9' WEPL alley	
904	80	40N	6L	GATE		0		39' NSC Harms Av - 173' EEC Bassam St (S)	
905	100	41N	6L	GATE		0		3' NMC Harms Av - 3' WEPL alley (Lvy & Jasmine)	
906	81	40N	12L	GATE		0		5' SMC Harms Av - 14' WEPL alley	
907	82	40N	12L	GATE		0		5' SMC Harms Av - 7' WEPL alley	
908	142	40N	2	GATE	RO130423	0		3' SSPL Harms Av - 13' WEPL alley	
909	53	41N	6L	GATE		0		3' SSC Harms Av - 6' WEPL alley (Lvy & Jasmine Sts)	
910	68	40N	280	BO		0		4' SSC Harms Av - 13' EWLL 3949 Marvante Blvd	3949 Marvante Blvd
911	143	40N	2	GATE	RO130423	0		3' SSPL Harms Av - 1' WEPL alley	

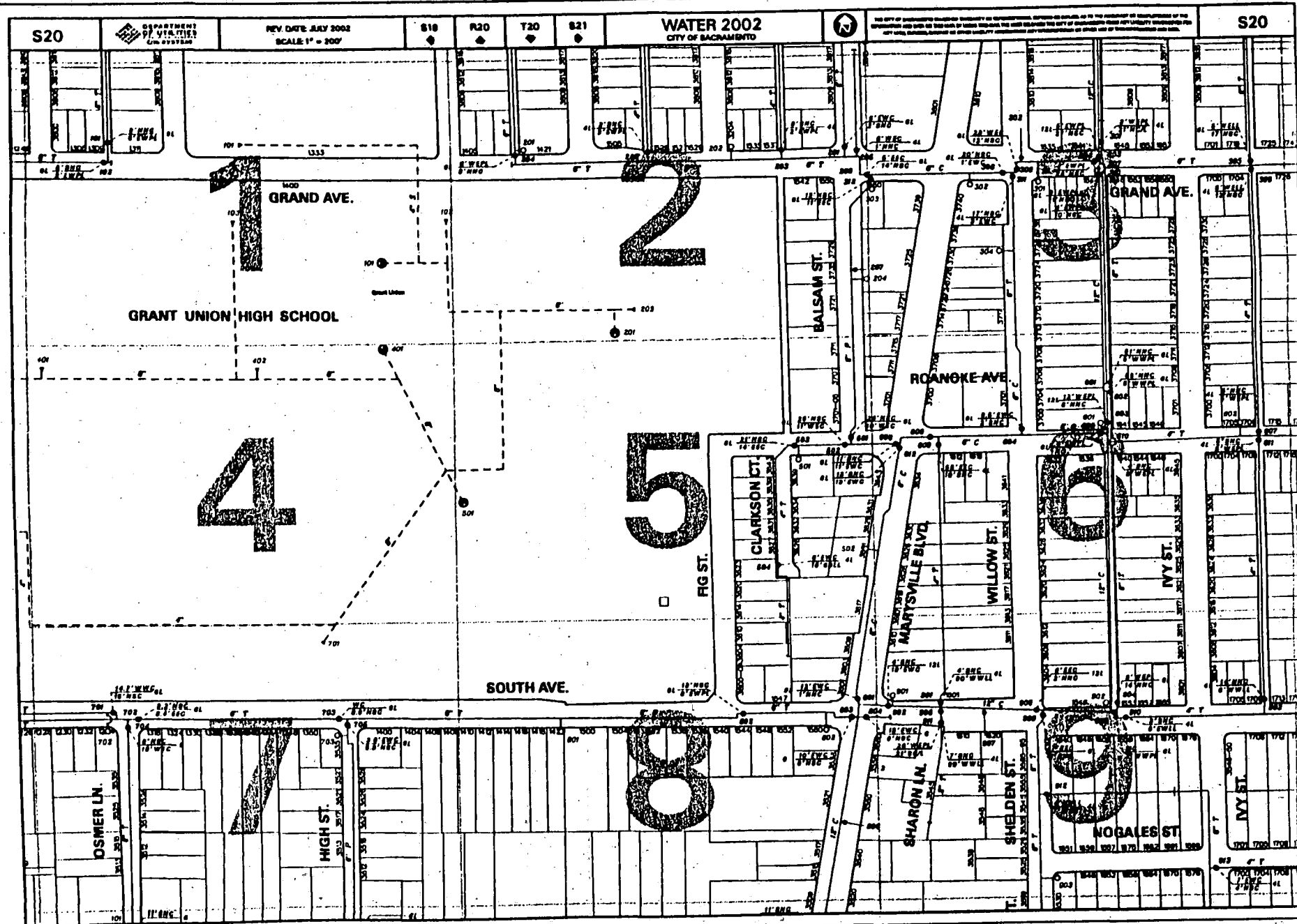
HYDRANTS									
New ID	Old ID	Old Map	Make	Type	PIC Code	VLV Dwg	Main Dwg	Location	R.O.
101	21	40N	MM	STD	MM2-4 1/4H	2' S	4' N	SW Cor Rene Av & Wheatsheaf Cr	
102	4	40N	G	STD	G2-4 1/2T (W)	2' E	3' W	SE Cor Stephanie Av & Fell St	
201	37	40N	D/MM	STD	D/MM1-5 1/4H	14' N	17' S	S side Rene Av - on WLL 1424 Rene Av	
202	38	40N	D	STD	D/MM1-5 1/4H	13' N	17' S	SW Cor Rene Av & Bassam St	
203	12	40N	K	STD	K4-4 1/2H	15' W	19' S	E side Bassam St - 2' SSPL 4036 Bassam St	
301	39	40N	WH	WH	3R(3x2 1/2)	Use GV 133	18' W	W side Marvante Blvd - 3' NNLL 4037 Marvante Blvd	
401	3	40N	M	DP	M2-4 1/4G	3' E	4' W	S side North Av - on ELL 1328 North Av	
501	11	40N	K	STD	K4-4 1/2H	37' E	42' W	NW Cor Bassam St & North Av	RO125866
502	50	40N	AD	STD	AD1-4 1/2H	15' N	17' S	SW Cor North Av & Elm St	RO125866
503	51	40N	AD	STD	AD1-4 1/2H	15' N	17' S	SE Cor North Av & Fig St	
601	20	40N	W	STD	W1-5 1/4H	4' W	6' S	SW Cor Goss Ct & Doolittle St	
602	2	40N	R	STD	R2-4 1/2H	14' N	17' S	SW Cor North Av & Marvante Blvd	RO125896
701	7	40N	W	STD	W1-5 1/4H	11' N & 3' E	6' W	SW Cor Harms Av & alley (Alder & Fell St) (GV open L)	RO94731
801	24	40N	D/MM	STD	MM6-5 1/4H	10' S & 2' W	12' N	NE Cor Harms Av & alley (Huron & Elm St)	
802	25	40N	K	STD	K4-4 1/2H	11' S & 2' E	13' N	NW Cor Harms Av & alley (Fig & Bassam Sts)	
803	49	40N	W	DP	W2-5 1/4K	15' E	17' W	SW Cor Bassam St & Harms Av	
901	26	40N	AD	STD	AD2-5 1/4H	11' S	13' N	N side Harms Av - 100' WWPL Marvante Blvd	



(336)
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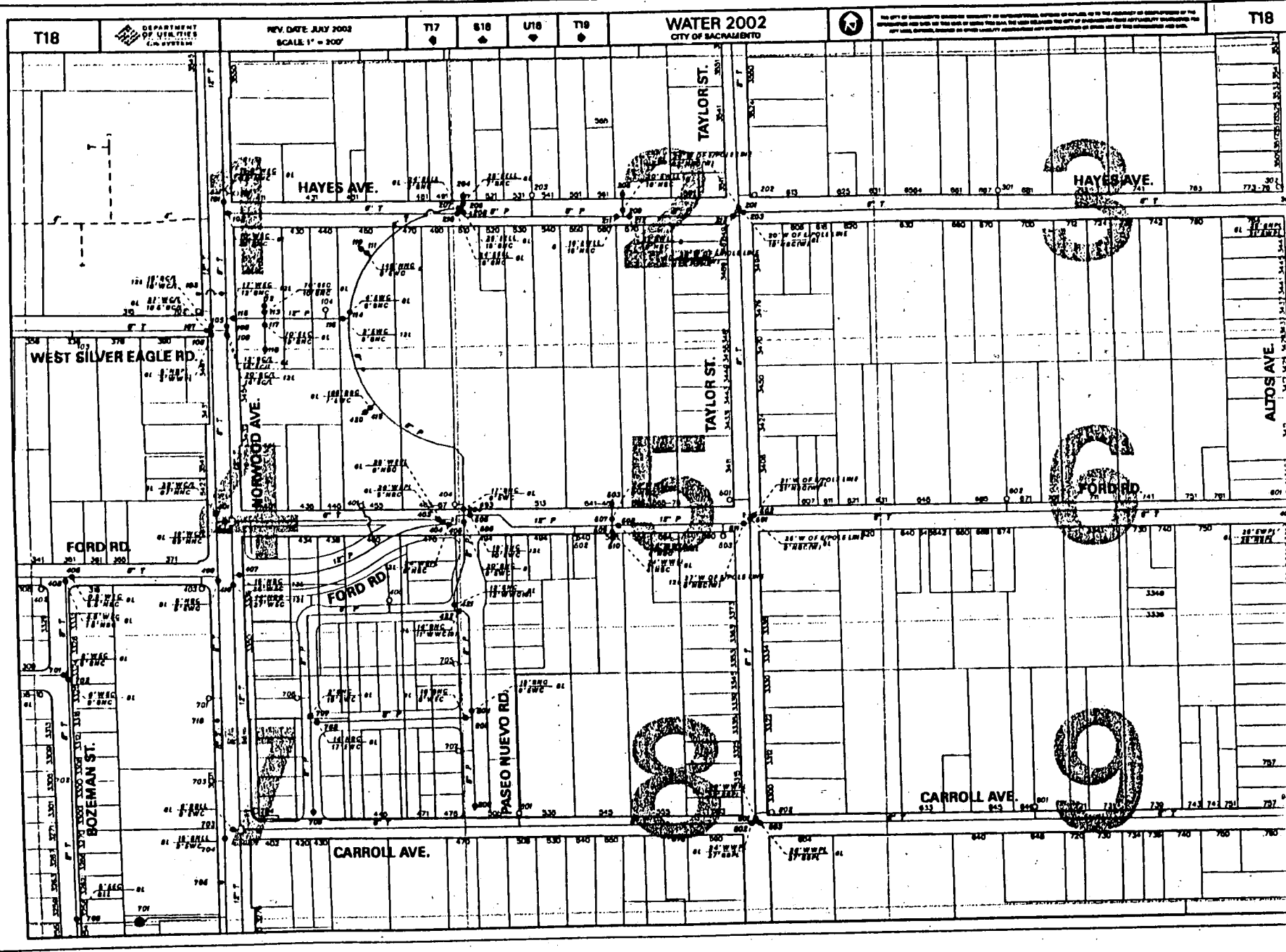


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VALVES										LOCATION		Service Address
Water ID	On ID	Old Map	Size/Grout	Type	R.C.	Turns	Size	Turns	Size	Location		
101	28	40N	6L	GATE		0		0		9 NMC Grand Av. (W) - 6 EWR. ally. (W) St. & Agate St		
102	29	40N	6L	GATE		0		0		5 SMC Grand Av. - 2 EWR. ally. (W) St. & Agate St		
103	40	40N	6L	GATE	RO125911	0		0		6 EWC Baisam St - 2 SMC Grand Av		
104	41	40N	6L	GATE	RO125911	0		0		7 SMC Grand Av. - 2 EWR. ally.		
105	42	40N	6L	GATE	RO125911	0		0		8 SMC Grand Av. - 2 EWR. ally.		
106	43	40N	6L	GATE		0		0		9 EWR. ally. - 3 NMC Grand Av		
107	44	40N	6L	GATE		0		0		6 WEC Baisam St - 1 NMC Grand Av		
108	45	40N	6L	GATE		0		0		5 EEC Baisam St - 14 NMC Grand Av (E)		1701 Baisam St
109	46	40N	6L	GATE		0		0		8 NMC 3725 MARYSVILLAGE BLVD - 9 WEC BALSAM S		
110	47	40N	6L	GATE	RO125919	0		0		7 WEC Baisam St - 21 NMC Grand Av (W)		
111	48	40N	6L	GATE	RO125919	0		0		8 WEC Baisam St - 7 NMC Grand Av (W)		
112	49	40N	6L	GATE	RO125919	0		0		9 WEC Baisam St - 16 NMC Grand Av		
113	50	40N	6L	GATE		0		0		10 WEC Baisam St - 16 NMC Grand Av		
114	51	40N	6L	GATE		0		0		11 WEC Baisam St - 16 NMC Grand Av		
115	52	40N	6L	GATE		0		0		12 WEC Baisam St - 16 NMC Grand Av		
116	53	40N	6L	GATE		0		0		13 WEC Baisam St - 16 NMC Grand Av		
117	54	40N	6L	GATE		0		0		14 WEC Baisam St - 16 NMC Grand Av		
118	55	40N	6L	GATE		0		0		15 WEC Baisam St - 16 NMC Grand Av		
119	56	40N	6L	GATE		0		0		16 WEC Baisam St - 16 NMC Grand Av		
120	57	40N	6L	GATE		0		0		17 WEC Baisam St - 16 NMC Grand Av		
121	58	40N	6L	GATE		0		0		18 WEC Baisam St - 16 NMC Grand Av		
122	59	40N	6L	GATE		0		0		19 WEC Baisam St - 16 NMC Grand Av		
123	60	40N	6L	GATE		0		0		20 WEC Baisam St - 16 NMC Grand Av		
124	61	40N	6L	GATE		0		0		21 WEC Baisam St - 16 NMC Grand Av		
125	62	40N	6L	GATE		0		0		22 WEC Baisam St - 16 NMC Grand Av		
126	63	40N	6L	GATE		0		0		23 WEC Baisam St - 16 NMC Grand Av		
127	64	40N	6L	GATE		0		0		24 WEC Baisam St - 16 NMC Grand Av		
128	65	40N	6L	GATE		0		0		25 WEC Baisam St - 16 NMC Grand Av		
129	66	40N	6L	GATE		0		0		26 WEC Baisam St - 16 NMC Grand Av		
130	67	40N	6L	GATE		0		0		27 WEC Baisam St - 16 NMC Grand Av		
131	68	40N	6L	GATE		0		0		28 WEC Baisam St - 16 NMC Grand Av		
132	69	40N	6L	GATE		0		0		29 WEC Baisam St - 16 NMC Grand Av		
133	70	40N	6L	GATE		0		0		30 WEC Baisam St - 16 NMC Grand Av		
134	71	40N	6L	GATE		0		0		31 WEC Baisam St - 16 NMC Grand Av		
135	72	40N	6L	GATE		0		0		32 WEC Baisam St - 16 NMC Grand Av		
136	73	40N	6L	GATE		0		0		33 WEC Baisam St - 16 NMC Grand Av		
137	74	40N	6L	GATE		0		0		34 WEC Baisam St - 16 NMC Grand Av		
138	75	40N	6L	GATE		0		0		35 WEC Baisam St - 16 NMC Grand Av		
139	76	40N	6L	GATE		0		0		36 WEC Baisam St - 16 NMC Grand Av		
140	77	40N	6L	GATE		0		0		37 WEC Baisam St - 16 NMC Grand Av		
141	78	40N	6L	GATE		0		0		38 WEC Baisam St - 16 NMC Grand Av		
142	79	40N	6L	GATE		0		0		39 WEC Baisam St - 16 NMC Grand Av		
143	80	40N	6L	GATE		0		0		40 WEC Baisam St - 16 NMC Grand Av		
144	81	40N	6L	GATE		0		0		41 WEC Baisam St - 16 NMC Grand Av		
145	82	40N	6L	GATE		0		0		42 WEC Baisam St - 16 NMC Grand Av		
146	83	40N	6L	GATE		0		0		43 WEC Baisam St - 16 NMC Grand Av		
147	84	40N	6L	GATE		0		0		44 WEC Baisam St - 16 NMC Grand Av		
148	85	40N	6L	GATE		0		0		45 WEC Baisam St - 16 NMC Grand Av		
149	86	40N	6L	GATE		0		0		46 WEC Baisam St - 16 NMC Grand Av		
150	87	40N	6L	GATE		0		0		47 WEC Baisam St - 16 NMC Grand Av		
151	88	40N	6L	GATE		0		0		48 WEC Baisam St - 16 NMC Grand Av		
152	89	40N	6L	GATE		0		0		49 WEC Baisam St - 16 NMC Grand Av		
153	90	40N	6L	GATE		0		0		50 WEC Baisam St - 16 NMC Grand Av		
154	91	40N	6L	GATE		0		0		51 WEC Baisam St - 16 NMC Grand Av		
155	92	40N	6L	GATE		0		0		52 WEC Baisam St - 16 NMC Grand Av		
156	93	40N	6L	GATE		0		0		53 WEC Baisam St - 16 NMC Grand Av		
157	94	40N	6L	GATE		0		0		54 WEC Baisam St - 16 NMC Grand Av		
158	95	40N	6L	GATE		0		0		55 WEC Baisam St - 16 NMC Grand Av		
159	96	40N	6L	GATE		0		0		56 WEC Baisam St - 16 NMC Grand Av		
160	97	40N	6L	GATE		0		0		57 WEC Baisam St - 16 NMC Grand Av		
161	98	40N	6L	GATE		0		0		58 WEC Baisam St - 16 NMC Grand Av		
162	99	40N	6L	GATE		0		0		59 WEC Baisam St - 16 NMC Grand Av		
163	100	40N	6L	GATE		0		0		60 WEC Baisam St - 16 NMC Grand Av		
164	101	40N	6L	GATE		0		0		61 WEC Baisam St - 16 NMC Grand Av		
165	102	40N	6L	GATE		0		0		62 WEC Baisam St - 16 NMC Grand Av		
166	103	40N	6L	GATE		0		0		63 WEC Baisam St - 16 NMC Grand Av		
167	104	40N	6L	GATE		0		0		64 WEC Baisam St - 16 NMC Grand Av		
168	105	40N	6L	GATE		0		0		65 WEC Baisam St - 16 NMC Grand Av		
169	106	40N	6L	GATE		0		0		66 WEC Baisam St - 16 NMC Grand Av		
170	107	40N	6L	GATE		0		0		67 WEC Baisam St - 16 NMC Grand Av		
171	108	40N	6L	GATE		0		0		68 WEC Baisam St - 16 NMC Grand Av		
172	109	40N	6L	GATE		0		0		69 WEC Baisam St - 16 NMC Grand Av		
173	110	40N	6L	GATE		0		0		70 WEC Baisam St - 16 NMC Grand Av		
174	111	40N	6L	GATE		0		0		71 WEC Baisam St - 16 NMC Grand Av		
175	112	40N	6L	GATE		0		0		72 WEC Baisam St - 16 NMC Grand Av		
176	113	40N	6L	GATE		0		0		73 WEC Baisam St - 16 NMC Grand Av		
177	114	40N	6L	GATE		0		0		74 WEC Baisam St - 16 NMC Grand Av		
178	115	40N	6L	GATE		0		0		75 WEC Baisam St - 16 NMC Grand Av		
179	116	40N	6L	GATE		0		0		76 WEC Baisam St - 16 NMC Grand Av		
180	117	40N	6L	GATE		0		0		77 WEC Baisam St - 16 NMC Grand Av		
181	118	40N	6L	GATE		0		0		78 WEC Baisam St - 16 NMC Grand Av		
182	119	40N	6L	GATE		0		0		79 WEC Baisam St - 16 NMC Grand Av		
183	120	40N	6L	GATE		0		0		80 WEC Baisam St - 16 NMC Grand Av		
184	121	40N	6L	GATE		0		0		81 WEC Baisam St - 16 NMC Grand Av		
185	122	40N	6L	GATE		0		0		82 WEC Baisam St - 16 NMC Grand Av		
186	123	40N	6L	GATE		0		0		83 WEC Baisam St - 16 NMC Grand Av		
187	124	40N	6L	GATE		0		0		84 WEC Baisam St - 16 NMC Grand Av		
188	125	40N	6L	GATE		0		0		85 WEC Baisam St - 16 NMC Grand Av		
189	126	40N	6L	GATE		0		0		86 WEC Baisam St - 16 NMC Grand Av		
190	127	40N	6L	GATE		0		0		87 WEC Baisam St - 16 NMC Grand Av		
191	128	40N	6L	GATE		0		0		88 WEC Baisam St - 16 NMC Grand Av		
192	129	40N	6L	GATE		0		0		89 WEC Baisam St - 16 NMC Grand Av		
193	130	40N	6L	GATE		0		0		90 WEC Baisam St - 16 NMC Grand Av		
194	131	40N	6L	GATE		0		0		91 WEC Baisam St - 16 NMC Grand Av		
195	132	40N	6L	GATE		0		0		92 WEC Baisam St - 16 NMC Grand Av		
196	133	40N	6L	GATE		0		0		93 WEC Baisam St - 16 NMC Grand Av		
197	134	40N	6L	GATE		0		0		94 WEC Baisam St - 16 NMC Grand Av		
198	135	40N	6L	GATE		0		0		95 WEC Baisam St - 16 NMC Grand Av		
199	136	40N	6L	GATE		0		0		96 WEC Baisam St - 16 NMC Grand Av		
200	137	40N	6L	GATE		0		0		97 WEC Baisam St - 16 NMC Grand Av		
201	138	40N	6L	GATE		0		0		98 WEC Baisam St - 16 NMC Grand Av		
202	139	40N	6L	GATE		0		0		99 WEC Baisam St - 16 NMC Grand Av		
203	140	40N	6L	GATE		0		0		100 WEC Baisam St - 16 NMC Grand Av		
204	141	40N	6L	GATE		0		0		101 WEC Baisam St - 16 NMC Grand Av		
205	142	40N	6L	GATE		0		0		102 WEC Baisam St - 16 NMC Grand Av		
206	143	40N	6L	GATE		0		0		103 WEC Baisam St - 16 NMC Grand Av		
207	144	40N	6L	GATE		0		0		104 WEC Baisam St - 16 NMC Grand Av		
208	145	40N	6L	GATE		0		0		105 WEC Baisam St - 16 NMC Grand Av		
209	146	40N	6L	GATE		0		0		106 WEC Baisam St - 16 NMC Grand Av		
210	147	40N	6L	GATE		0		0		107 WEC Baisam St - 16 NMC Grand Av		
211	148	40N	6L	GATE		0		0		108 WEC Baisam St - 16 NMC Grand Av		
212	149	40N	6L	GATE		0		0		109 WEC Baisam St - 16 NMC Grand Av		
213	150	40N	6L	GATE		0		0		110 WEC Baisam St - 16 NMC Grand Av		
214	151	40N	6L	GATE		0		0		111 WEC Baisam St - 16 NMC Grand Av		
215	152	40N	6L	GATE		0		0		112 WEC Baisam St - 16 NMC Grand Av		
216	153	40N	6L	GATE		0		0		113 WEC Baisam St - 16 NMC Grand Av		
217	154	40N	6L	GATE		0		0		114 WEC Baisam St - 16 NMC Grand Av		
218	155	40N	6L	GATE		0		0		115 WEC Baisam St - 16 NMC Grand Av		
219	156	40N	6L	GATE		0		0		116 WEC Baisam St - 16 NMC Grand Av		
220	157	40N	6L	GATE		0		0		117 WEC Baisam St - 16 NMC Grand Av		
221	158	40N	6L	GATE		0		0		118 WEC Baisam St - 16 NMC Grand Av		
222	159	40N	6L	GATE		0		0		119 WEC Baisam St - 16 NMC Grand Av		
223	160	40N	6L	GATE		0		0		120 WEC Baisam St - 16 NMC Grand Av		
224	161	40N	6L	GATE		0		0		121 WEC Baisam St - 16 NMC Grand Av		
225	162	40N	6L	GATE		0		0		122 WEC Baisam St - 16 NMC Grand Av		
226	163	40N	6L	GATE		0		0		123 WEC Baisam St - 16 NMC Grand Av		
227	164	40N	6L	GATE		0		0		124 WEC Baisam St - 1		

HYDRANTS										
New ID	Old ID	Old Map	Make	Type	PIC Code	V.V. Dia	Main Dia	Location	R.C.	
101	7	39N	G	STD	GB-4 1/2W (W)	15" N	18" S	S side Grand Av - 9' WWLL 800 Grand Av		
102	6	39N	G	STD	G6-4 1/2H	2" N	3" S	SE Cor Grand Av & Rio Linda Blvd		
103	35	39N	M	STD	M6-5 1/4H	11" E	13" W	S WELL of 810 Grand Ave		
104	53	39N		PRIV						
105	54	39N		PRIV						
201	1	39N	PS	STD	PSS-4H	10" N	13" S	S side Grand Av - 125' EEC Branch St	RO11721	
202	43	39N	M	STD	M6-5 1/4H	12" N	15" S	SW Cor Grand Av & alley / Belden & Hawthood Sts	RO12726	
203	37	39N		PRIV						
301	54	40N	K	STD	K8-4 1/2H	55" S		NE Cor Clay St & Grand Av		
302	59	40N	M	DP	M8-5 1/4K	8" S	10" N	N Side of Grand Ave - 34' EEC of Dry Creek		
401	10	39N	M	DP	M2-4 1/2H	22" W & 4" S	23" E	NE Cor Rio Linda Blvd & Roanoke Av		
402	36	39N	MH	STD	MH2-4 1/2H	8" N	11" S	SE Cor Roanoke & Cypress St		
501	12	39N	WH	WH	4R/4-2 1/2	5" W	7" E	N side Roanoke Av - NE Cor alley (May & Belden Sts)		
502	39	39N	D	STD	D1-4 1/2H	12" N	14" S	SW Cor Roanoke Av & Branch St		
503	40	39N	D	STD	D1-4 1/2H	12" N	14" S	SW Cor Roanoke Av & May St	RO12929	
601	60	40N	G	PRIV	G3-4 1/2V (W)			18' EE Wall - 8' SS Wall Bldg 600 - 240' W of Hwy 844		
602	14	40N	M	DP	M2-4 1/4G	6" W	7" E	SW Cor Roanoke Av & alley (Clay & Hawthood Sts)		
603	17	40N	WH	WH	4R/4-2 1/2	4" N & 3" W	4" E	SE Cor Roanoke Av & alley (Clay St & Dry Creek Rd) (GY OPEN R)		
604	43	40N	G	PRIV	G7-5H	12" N		130' SSC Roanoke Av - 8' EEC Dry Creek Rd		
701	19	39N	G	STD	G6-4 1/2H	9" W	16" E	E side Rio Linda Blvd - 90' MNC South Av		
702	41	39N	MH	STD	MH2-4 1/2H	31" N & 1" W	33" S	SE Cor South Av & Cypress St		
703	49	39N	CL	STD	A22-5 1/4H	25" S	28" N	NE Cor South Av & Atlas Av		
704	39	24N	PS	STD	PSS-4H	25" W	26" E	NE Cor Nogales St & Rio Linda Blvd	RO82151	
801	20	39N	W	STD	W1-5 1/4H	25" S	26" N	N side South Av - 4' WWPL alley (Branch & May Sts)	RO96068	
901	57	40N	K	STD		11" N	13" S	S side South Av at Dry Creek Rd 1' WWLL 1220 South Av RO 141156	RO141156	
902	16	40N	M	STD	M2-4 1/4G	11" N	14" S	S side South Av - 1220 South Av		



VALVES										Location		Service Address
New ID	Old ID	Old Map	Size/Depth	Type	R.O.	Turn	Swc Type					
101	14	25N	BL	GATE		C		15.5" WEC Norwood Av - 6.5" NNC Hayes Av				
102	86	25N	BL	GATE		C		10" WEC Norwood Av - 24" SNC Hayes Av				
103	41	25N	4L	GATE		C	DS	Dam Swc 102" SNC Hayes Av - 12.5" EC/L Norwood (3525 Norwood Av) metered		3525 Norwood Ave		
105	76	25N	12L	GATE		C		15" SC/L Silver Eagle Rd - 16" WC/L Norwood Av				
106	44	25N	BL	GATE		C		12" SC/L Silver Eagle Rd - 14" EC/L Norwood Av				
107	13	25N	6L	GATE		C		27" WC/L Norwood Av - 18.5" SC/L Silver Eagle Rd				
108	68	25N	6L	GATE	RO119674	C		5" NSPL Ford Rd - 2" WWPL 130 Ford Rd		130 Ford Road		
109	45	25N	12L	GATE		C		20" SC/L Silver Eagle Rd - 14" EC/L Norwood Av				
110	0		BO			C						
111	0		GATE			C		145" NNC - 8" EWC				
112	0		BO			C						
113	0		BL	GATE		C		70" EEC - 10" SNC				
114	0		BL	GATE		C		4" EWC - 6" SNC				
115	0		12L	GATE		C		17" WEC - 17" SNC				
116	0		12L	GATE		C		3" EWC - 9" SNC				
117	0		BL	GATE		C		70" EEC - 17" SNC				
118	0		BO			C						
201	0		BL	GATE		C		24" W OF E/POLE LINE - 22" NSC(W)				
203	0		6L	GATE		C		20" W OF E/POLE LINE - 18" NSC(W)				
204	0		BO			C						
205	0		BO			C						
206	0		BL	GATE		C		25" EELL 491 HAYES AVE - 7" SNC				
207	0		BL	GATE		C		24" EELL 491 - 8" SNC				
208	0		BL	GATE		C		25" EELL 491 - 15" SNC				
209	0			GATE		C		20" EWLL 570 - 16" NSC				
210	0		6L	GATE		C		24" EELL 491 - 16" SNC				
211	0			GATE		C		19" EWLL 570 - 15" NSC				
212	0			GATE		C		21" EWLL 570 - 15" NSC				
213	0		BL	GATE		C		26" W OF E/POLE LINE - 14" NSC(W)				
301	68	24N	6L	GATE		C		25" SNPL Hayes Av - 21" EWPL Abbas Av				
401	1	25N	6L	GATE		C		23" WC/L Norwood Av - 87" NNC Ford Rd (W)				
402	12	25N	6L	GATE		C		19" WC/L Norwood Av - 87" NNC Ford Rd (W)				
403	98	25N	6L	GATE		C		36" WEPL 471 Ford Rd - 5" NSC Ford Rd				
404	99	25N	6L	GATE		C		35" WEPL 471 Ford Rd - 6" NSC Ford Rd				
405	100	25N	12L	GATE		C		34" WEPL 471 Ford Rd - 8" NSC Ford Rd				
406	3	25N	BL	GATE		C		0.5" WEC Bozeman St - 5.5" NSC Ford Rd				
407	97	25N	12L	GATE		C		15" NSC Ford Rd - 26" WEC Norwood Ave				
408	4	25N	BL	GATE		C		4.5" WEC Bozeman St - 1.5" NSC Ford Rd				
409	2	25N	BL	GATE		C		5" NSC Ford Rd - 5" EWC Norwood Av				
410	96	25N	12L	GATE		C		14" NSC Ford Rd - 27" WEC Norwood Ave				
419	0		BL	GATE		C		165" SSC - 7" EWC				
420	0		BO			C						
421	0		BL	GATE		C		14" SNC - 11" WWG(S)				
422	0		BL	GATE		C		13" SNC - 12" WWG(S)				
501	0		BL	GATE		C		25" W OF E/POLE LINE - 9" NSC(W)				
502	72	24N	6L	GATE		C		21" W OF E/POLE LINE - 21" NSC(W)				
503	0		BO			C						
504	0		BL	GATE		C		17" SNC - 8" EWC				
505	0		12L	GATE		C		19" SNC - 10" EWC				
506	0		BL	GATE		C		20" SNC - 8" EWC				
507	0		BL	GATE		C		24" WWLL 555 FORD RD - 8" NSC				
508	0		12L	GATE		C		22" WWLL 555 FORD RD - 6" NSC				
509	0		BL	GATE		C		24" WWLL 55 FORD RD - 8" NSC				
510	0		BO			C						
511	0		12L	GATE		C		27" W OF E/POLE LINE - 6" NSC(W)				
701	31	25N	6L	GATE		C		9" WEC Bozeman St - 5" SNC Graves Av				
702	32	25N	BL	GATE		C		6" WEC Bozeman St - 9" SNC Graves Av				
703	87	25N	BL	GATE		C		6" SSLL 3301 Norwood Av - 8" EWC Norwood		3301 Norwood Ave		
704	15	25N	BL	GATE		C		15" SNLL 2309 Thema Ave - 3" EWC		2309 Thema Ave		
705	95	25N	4L	GATE		C		(3265 3267) Norwood - 9" NSLL - 2 1/2" EWC		3265 3267 Norwood Ave		
706	79	25N	BL	GATE		C		5" EEC - On SLL 3259 Bozeman St		3259 Bozeman St		
707	0		BL	GATE		C		7" SNC - 15" EWC				
708	0		BL	GATE		C		14" NSC - 17" EWC				
709	0		BO			C						
710	0	25N	BL	GATE		C		120" N OF CARROLL AVE - 3" EWC OF NORWOOD		Norwood Ave		
801	74	24N	BL	GATE		C		30" WWPL - 23" SSPL 3300 Taylor St		3300 Taylor St		
802	75	24N	BL	GATE		C		34" WWPL - 27" SSPL 3300 Taylor St		3300 Taylor St		
803	76	24N	6L	GATE		C		26" WWPL - 27" SSPL - 300 Taylor St		3300 Taylor St		
804	0		BL	GATE		C		15" SNC - 8" EWC				
805	0		BL	GATE		C		16" SNC - 6" WEC				
806	0		BO			C						

HYDRANTS									
New ID	Old ID	Old Matd	Matd	Type	P/S Code	VLV Dist	Man Dist	Location	R.C.
101	1	25N	AD	STD	AD3-5 1/4K	52' W	53' E	E. side of Norwood Ave - 35' N of Hurves Ave	
102	30	25N	M	STD	M5-4 1/2H	23' E	24' W	NW Cor Norwood & Silver Eagle Ave	
103	55	25N	M	STD	M4-4 1/4G	7' N	8' S	S side Silver Eagle Rd - 30' W Norwood Av	RO77422
104	2		AD	STD	AD4-6H	14' S	15' N		
202	26	24N	D	STD	D1-4 1/2H	25' W	29' E	NE Cor Hurves Av & Taylor St	
203	2		D	STD	D1-4 1/2H	27' S	28' N	ON WLL 531 - HAYES AVE	
301	27	24N	D	STD	D1-4 1/2H	24' S	28' N	N side Hurves Av - 2' ELL 66" Hurves Av	
302	28	24N	D	STD	D1-4 1/2H	21' E	25' W	NW Cor Hurves Av & Attos Av	
401	58	25N	M	DP	M8-5 1/4K	42' S	43' N	N Side Ford Rd - 47' EWP, 455 Ford Rd	
402	7	25N	G	STD	K2-4 1/2T (W)	14' N	15' S	SW Cor Ford Rd & Bozeman St	
403	8	25N	G	STD	K2-4 1/2T (W)	12' N	14' S	SW Cor Ford & Norwood Av	
404	0		AD	STD	AD4-6H	9' E	10' W		
405	0		AD	STD	AD4-6H	19' N	20' S	ON LOT LINE	
501	31	24N	D	STD	D1-4 1/2H	24' E	28' W	NW Cor Ford Rd & Taylor St	
502	0		AD	STD	AD4-6H	5' N	6' S	ON LOT LINE	
503	0		AD	STD	AD4-6H	5' N	6' S		
601	29	24N	D	STD	D1-4 1/2H	30' E	33' W	NW Cor Ford Rd & Attos Av	
602	30	24N	D	STD	D1-4 1/2H	23' S	27' N	N side Ford Rd - on ELL 665 Ford Rd	
701	57	25N	M	STD	M8-5 1/4K	10' E	11' W	W side 3335 - 3393 Norwood Ave - 163' NSL	
702	12	25N	M	STD	M4-4 1/4G	9' W	11' E	E side Bozeman St opposite 3301 Bozeman St	
703	9	25N	G	STD	K2-4 1/2T (W)	8' E	10' W	W side Norwood Av - 42' NSL, 3301 Norwood Av	RO124510
704	29	25N	AD	STD	AD3-5 1/4K	25' W	26' E	E. side of Norwood Ave - 34' NNPL Carroll Ave	
705	0		AD	STD	AD4-6H	21' E	22' W	ON LOT LINE	
706	0		AD	STD	AD4-6H	8' E	9' W	60' SSC	
707	0		AD	STD	AD4-6H	7' S	8' N	79' WLL 535 Carroll Ave	
801	33	24N	AD	STD	BB4B	7' S	8' N	79' WLL 535 Carroll Ave	
802	34	24N	D	STD	D1-4 1/2H	25' W	29' E	NE Cor Taylor St & Carroll Av	
901	35	24N	D	STD	D1-4 1/2H	20' S	24' N	N side Carroll Av - on ELL 549 Carroll Av	
902	36	24N	D	STD	D1-4 1/2H	30' E	34' W	NW Cor Attos Av & Carroll Av	