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DEPARTMENT OF
PUBLIC WORKS

CITY OF SACRAMENTO
CALIFORNIA

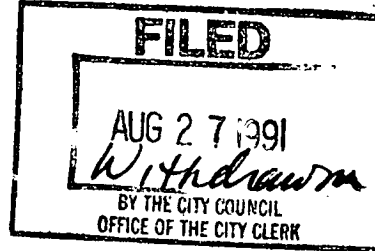
CITY HALL
ROOM 207
915 I STREET
SACRAMENTO, CA
95814-2673

OFFICE OF THE DIRECTOR

August 27, 1991

City Council
Sacramento, California

Honorable Members in Session:



916-449-5283
ADMINISTRATION
916-449-8747
FAX 916-449-5573

SUBJECT: ENVIRONMENTAL DETERMINATION (TD21, SCN 90020089) - SUTTER'S LANDING PARK AND RICHARDS BOULEVARD CONNECTOR PROJECTS.

LOCATION: NORTH OF THE SACRAMENTO CENTRAL CITY AREA. THE APPROXIMATE BOUNDARIES ARE AMERICAN RIVER ON THE NORTH, BUSINESS INTERSTATE 80, (STATE ROUTE 51) ON THE EAST, THE SOUTHERN PACIFIC RAILROAD (SPRR) LINE TO THE SOUTH, AND NORTH 16TH STREET (STATE ROUTE 160) ON THE WEST.

COUNCIL DISTRICT: COUNCIL DISTRICT #1

SUMMARY

This report requests the following approvals:

1) Certification of the EIR as having been prepared in compliance with the California Environmental Quality Act (CEQA), the State CEQA Guidelines, the City of Sacramento CEQA Guidelines and certification that the data was considered in final decisions on the project and that the EIR is adequate and complete. Adoption of the attached "Findings of Fact and Statement of Overriding considerations for the adoption of the Sutter's Landing Park and Richards Boulevard Connector".

2) General Plan Amendment. Approval of an amendment to the City of Sacramento General Plan (GPA). The GPA will delete other potential future uses for the park site. The GPA establishes that the City will designate the park as the primary use of the site after closure of the landfill.

The GPA would amend Policy 1 on pages 7-14 of the City of Sacramento General Plan which states:

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- Policy 1. continue present landfill operations at the present 28th and A Street site until capacity is reached.

The following language would be added to Policy 1 on pages 7-14.

- Policy 1. Continue present landfill operations at the present 28th and A Street site until capacity is reached. *The City will designate the landfill site a regional park upon closure of the landfill.*

The GPA to the City of Sacramento General Plan would also delete the following wording on page 7-14 of the General Plan.

- "Additionally, the City is giving consideration to locating other civic uses at or near the 28th Street landfill site. The other uses, which may include a corporation yard, or park or open space as designated on the Parks Master Plan, are the focus of a separate study of the City government space needs."

3) Selection of the Richards Connector Alignment Corridor. The Public Works Department is requesting the selection of alignment "C" for Richards Connector east of 21st Street. No alignment corridor is being recommended west of 21st Street pending the resolution of the Richards Redevelopment Area Specific Land Use Plan.

4) Adoption of the attached project Reporting Plan.

COMMISSION ACTION

On June 20, 1991, this item was heard by the Planning Commission. The Planning Commission found the park to be consistent with the General Plan. Further, the Commission found alignments B, C, and the proposed project to be consistent with the General Plan. Alignment A was found to be in conflict with the goals of the American River Parkway Plan.

STAFF RECOMMENDATION

City staff recommends to the City Council;

- 1) Find the EIR for Sutter's Landing Park and Richards Boulevard Connector adequate, and certify that the EIR has been prepared in compliance with the California Environmental Quality Act (CEQA), the CEQA guidelines, and City of Sacramento Environmental Procedures and that it has reviewed and considered the information contained in the EIR, and

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- 2) Adopt the attached "Findings of Fact and Statement of Overriding Considerations for the Adoption of the Sutter's Landing Park and Richards Boulevard Connector", and
- 3) Approve an amendment to the City of Sacramento General Plan (GPA) to delete other uses for the park site and establish a park as the primary use of the site.
- 4) Choose Alternative "C" east of 21st Street for further study as the Richards Boulevard Connector alignment.
- 5) Adopt the Sutter's Landing Park and Richards Connector Reporting Program.

BACKGROUND

Project Description

The Sutter's Landing Park and Richards Boulevard Connector project consists of two components: (1) the extension of Richards Boulevard from State Route 160 to Business 80, including two interchanges at both freeway termini, and (2) the designation of Sutter's Landing Park at the current location of the City's 28th Street Landfill. Sutter's Landing Park, as proposed will be comprised of approximately 162 acres. Approximately 113 acres of the proposed park are currently in use as the City's 28th Street landfill. The proposed Sutter's Landing Park is intended to provide regional recreation and park uses.

The proposed Richards Boulevard connector would extend from North 16th Street east, to Business 80 traversing the park site, for a total length of approximately 1.25 miles. Richards Boulevard Connector will serve increased access/circulation to the North Old City Industrial Park (NOCIP) and the Richards area, while providing an additional major east-west arterial near the central city area. This additional east-west access is intended to provide relief from traffic congestion to and from the downtown area. The approximate boundaries of the park, as well as the proposed project connector and interchange locations are shown in **Exhibit 1**.

Project Origin - Sutter's Landing Park

Reference to a proposed park on the landfill site appear in several City planning documents. The 1980 Central City Community Plan calls for the enhancement of open space/recreation and scenic value of the American River. This preliminary concept was formalized by the 1984 Master Plan for park facilities and recreation services. The Master Plan called for development of a regional park within the Park Area #1, which includes the 28th Street landfill site. The Master Plan defines a regional park as one which includes a wide range of improvements not usually found in local community or

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neighborhood facilities. Improvements unique to regional parks include both passive recreation (e.g. native areas) and active recreation features (e.g., marinas, zoos). The Master Plan assigns priorities to specific recreation elements for each of the 11 planning areas assessed by the Plan. The recreation elements with highest priority for the proposed project include picnic area, soccer fields, open play areas, aquatic facilities and outdoor courts.

The 1985 American River Parkway Plan recognized the conversion of the landfill site into the "Riverfront Park", formally renamed by the City Council in December 1989. Sutter's Landing Park as it is now known, is shown in the Woodlake area of the Parkway Plan. Sutter's Landing Park is designated as a limited recreation area along the river. Limited recreation areas may include trails, water fountains, family unit picnic tables, portable restrooms at trail rest stops, and primitive group camps.

Project Origin - Richards Boulevard Connector

The 1965 Industrial Park Community Plan noted the deficiencies of insufficient street improvements and limited access to adjacent circulation systems within the area north of the "Old City." This community plan recommended a detailed study to be conducted to determine the feasibility of extending a local major circulator from Business 80 to North 16th Street. Further consideration of this potential transportation corridor was made in the 1980 Sacramento Central City Community Plan. The transportation element of this community plan shows a connection of Richards Boulevard from North 16th Street to Business 80 and Elvas Avenue.

Recently, the 1988 General Plan update deleted the Business 80/Elvas segment of the connector and suggested consideration of using the Richards Boulevard and Business 80 connector to improve local and regional traffic. In April of 1987, the City Council adopted Resolution #87-266 requesting that the Sacramento Area Council of Governments include the interchange of Richards Boulevard and Business 80 in the Regional Transportation Improvement Program. On June 23, 1990, the California Transportation Commission approved this same interchange and included it in the State Transportation Improvement Program (STIP).

Project History

In September of 1986, the Budget and Finance Committee directed staff to initiate the consultant selection process for preparation of an EIR for the proposed "Elvas - Richards" connector project. The EIR preparation including public input process commenced. The East Sacramento Community expressed extreme opposition to the concept of any proposed connector between Elvas Avenue and Richards Boulevard and as a result in March of 1987, the City Council

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directed staff to delete Elvas Avenue from the scope of the EIR and transportation analysis. In May 1987, the City Council authorized preparation of an EIR for Richards Boulevard Connector and for the proposed "Riverfront Park". Due to their physical proximity and the constraints that each project may have in the development of one another, the two projects were considered in one EIR. In December of 1989, the City Council renamed the proposed regional park site to "Sutter's Landing Park". A Draft EIR was circulated by the City in October of 1988, but was withdrawn for revisions rather than proceeding with a Final EIR and certification. The consulting firm of STA Planning, Inc. was retained to make revisions to the EIR. The City reissued a Notice of Preparation January 31, 1990. The revised Draft EIR was released September 24, 1990, for a 45 day review period.

Environmental Determination

A public hearing to accept comments on the Draft EIR was held before the Planning Commission on November 1, 1990. Comments received during the public hearing and all written comments received during the review period were responded to in the Final EIR. The Final EIR was released in early June of this year. On June 20, 1991 the Planning Commission reviewed this project for General Plan consistency and per Government Code 65402, found the project to be consistent with the General Plan with the exception of Roadway Alignment A, which conflicted with land use plan policies related to the American River Parkway. This EIR examines the first step in the process for each of these projects. No development will occur immediately as a result of approvals of the discretionary actions being requested at this time. This phased process allows the City in this first step to refine the project so that funding can be secured for later stages including design and construction. The City will be responsible for further environmental review as each future discretionary action is considered.

The Sutter's Landing Park and Richards Boulevard Connector EIR considered a range of alternatives as follows:

- 1) No Project - This alternative evaluates the effects that could result without the development of a regional park or connector.
- 2) Alternative Use for the Park Site - These alternatives analyzed the feasibility of implementing alternative uses for the park site including:
 - a. Corporation Yard
 - b. Mixed Use Development
- 3) Alternative Location for the Park - These alternatives analyzed the feasibility of alternative locations for the park

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that were proximate to the present park site and were located adjacent to a river setting including:

- a. Centrage Site
- b. North Old City Industrial Park
- c. Southern Pacific Site.

- 4) Alternative Location for the Connector - This alternative explored the possibility of finding an alternate location for a connector that met similar objectives as the proposed project.
- 5) Roadway Alternatives - These alternatives examined alternative combinations of the components of the connector including:
 - a. The Extension Only 1 and 2 alternatives examine the connector with no interchange at Business 80.
 - b. The Interchange Only alternative examines the roadway with an interchange at Business 80 but no interchange at SR 160 and no connection to Richards Boulevard.**Exhibit 2** graphically depicts the proposed project and roadway alternatives.
- 6) Roadway Alignment Alternatives - This alternative examines four alternative alignment corridors for the connector between 21st Street and the Business 80 interchange. **Exhibit 3** shows the four alternative alignment corridors of the connector.

The EIR found that development of the connector and park would result in the following impacts that cannot be mitigated below a level of insignificance. Development of the connector would redirect traffic patterns and open new areas for additional development. The result of this would be incremental loss of cultural resources, cumulative demand for housing, cumulative reduction in biological habitat and water quality in the American River, and cumulative increased demand for services and utilities. The connector and development associated with 2010 GP buildout of the study area would result in the increase of 185,000 Average Daily Trips resulting in adverse Level of Service (LOS) for several area intersections. Development of the connector will contribute to a change in the aesthetic appearance in the project vicinity. Development of the park and connector will contribute to adverse air quality impacts and will result in an increased number of persons utilizing an area of flood risk.

STAFF ANALYSIS

Staff recommends Alignment C for the Richards Boulevard Connector proposed alignment. Alignment C has two desirable advantages over the proposed project; (1) it leaves the largest undisturbed open space area for park development and therefore can maximize future park/recreation elements, and (2) it minimizes the use of sanitary

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landfill as foundation material, which reduces soils and geologic, as well as potential public health impacts.

Alignment C as currently depicted contains a 90 degree curve into the eastern connector interchange at Business 80. As a major arterial, the roadway design standards call for this to be designed for a 40 m.p.h. design speed. A 90 degree curve is incompatible with the major arterial design standard, and will have to be revised during preliminary engineering studies. However, this alignment is recommended with the intent of developing safer, less severe roadway geometrics.

Richards Boulevard Redevelopment Area

During 1990 the Sacramento Housing and Redevelopment Agency worked toward the adoption of a new redevelopment project area immediately to the north of the Central City Business District. On July 17, 1990, the Sacramento City Council approved the Richards Boulevard Redevelopment Area containing approximately 1,300 acres, including the Southern Pacific Rail Yard site. The area's currently proposed project draft circulation system appears in **Exhibit 4** depicting Richards Connector with an Interchange at Business 80, traversing the Park site westerly to a one-way couplet system, rather than to an interchange at State Route 160. The couplet's eastern terminus would be near 18th Street and would carry west-bound traffic on Richards Boulevard, with eastbound traffic traveling on a to-be-constructed section of Bannon Street.

The Richards Boulevard Redevelopment Area Specific Land Use Plan is expected to be circulated sometime this winter. Discussion, debate, and subsequent land use changes can be expected as this program develops. Approved and/or final land uses may have impacts to traffic circulation and traffic generation in the area. Therefore, City Staff is recommending that the City Council, approve further study of Alignment "C" for that section of the connector east of 21st street. Traffic studies and geometric designs for the connector and interchange at State Route 160 can occur once the specific land use and circulation plan for the Richards Redevelopment Area is determined, sometime in 1992.

FINANCIAL CONSIDERATIONS

There are no immediate financial impacts associated with this item. This report requests administrative action only.

POLICY CONSIDERATIONS

The proposed project is consistent with the City of Sacramento General Plan, the 1965 Industrial Park Community Plan, the 1980 Sacramento Central City Community Plan policy, and the 1984 Master

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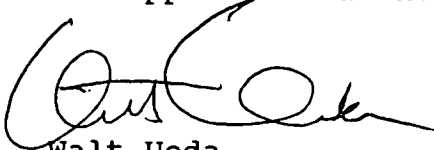
Plan for Park Facilities and Recreation Services. Park development on the site is in compliance with the American River Parkway Plan.

The proposed Richards Blvd. Connector project will provide an additional major east-west arterial near the central city. This would provide additional access providing relief from congestion to and from the downtown area, help to implement the General Plan Circulation Element, and support downtown development and the Central City Urban Design Plan. The designation of Sutter's Landing park will implement policies contained in the 1984 Capitol and Master Plan for Park Facilities and The American River Parkway Plan.

When the landfill closes, there may be a need for a Park equipment maintenance facility located at the current Solid Waste equipment maintenance facility.

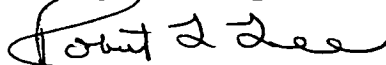
MBE/WBE EFFORTS

Not applicable as no goods or services are being purchased.



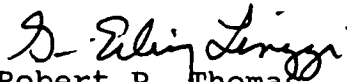
Walt Ueda
Deputy Director
Parks & Community Services

Respectfully submitted,




Robert L. Lee
Deputy Director of Public Works

Approved:

fn 
Robert P. Thomas
Director

Parks & Community Services


Melvin H. Johnson
Director of Public Works

Recommendation Approved:


Walter J. Slupe
City Manager

FOR COUNCIL MEETING OF: August 27, 1991

CONTACT FOR MORE INFORMATION:

Mary Wray, Program Manager
440-1399 X407

Holly Keeler, Senior Planner
449-2037

Attachments

RESOLUTION NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF _____

RESOLUTION CERTIFYING THE SUTTER'S LANDING PARK AND RICHARDS BOULEVARD CONNECTOR ENVIRONMENTAL IMPACT REPORT (EIR), ADOPTING THE FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS SUPPORTING THE SUTTER'S LANDING PARK AND RICHARDS BOULEVARD CONNECTOR EIR, AMENDING THE GENERAL PLAN TO ESTABLISH THE REGIONAL PARK SITE, SELECTING RICHARDS BOULEVARD CONNECTOR ALIGNMENT "C EAST OF 21ST STREET" FOR FURTHER STUDY, AND ADOPTING THE SUTTER'S LANDING PARK AND RICHARDS CONNECTOR REPORTING PROGRAM.

Whereas, the City of Sacramento has distributed copies of the document entitled "Final Environmental Impact Report - Sutter's Landing Park and Richards Connector", and

Whereas, the Planning Commission of the City of Sacramento heard this item in regular session on June 20, 1991 and found the project to be consistent with the General Plan, and

Whereas, the City Council has considered the information contained in the Final Environmental Impact Report for the Sutter's Landing Park and Richards Boulevard Connector, including all comments and the associated responses,

Whereas, the City Council has reviewed the Findings of Fact and Statement of Overriding Considerations, and the Reporting Program.

NOW Therefore, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SACRAMENTO THAT:

1. The City Council hereby finds that the EIR for Sutter's Landing Park and Richards Boulevard Connector is adequate and certifies that the EIR has been prepared in compliance with the California Environmental Quality Act (CEQA), the CEQA guidelines, and City of Sacramento Environmental Procedures and that it has reviewed and considered the information contained in the EIR.

2. The City Council hereby adopts the attached "Findings of Fact and Statement of Overriding Considerations for the Adoption of the Sutter's Landing Park and Richards Boulevard Connector".

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

3. The City Council approves an amendment to the City of Sacramento General Plan (GPA) to delete other uses for the park site and designate a park as the primary use of the site.

The GPA would amend Policy 1 on pages 7-14 of the City of Sacramento General Plan which states:

- Policy 1 - Continue present landfill operations at the present 28th and A Street site until capacity is reached.

The following language is hereby added to Policy 1 on pages 7-14:

Policy 1 - Continue present landfill operations at the present 28th and A Street site until capacity is reached. The City will designate the landfill site a regional park upon closure of the landfill.

The GPA to the City of Sacramento General Plan shall hereby delete the following wording on pages 7-14 of the General Plan.

- "Additionally, the City is giving consideration to locating other civic uses at or near the 28th Street Landfill site. The other uses, which may include a corporation yard, or park or open space as designated in the Parks Master Plan, and the focus of a separate study of the City Government space needs."

4. The City Council chooses Alignment 'C' for further study as the Richards Boulevard Connector Alignment, east of 21st Street.

5. The City Council adopts the "Mitigation Reporting Program for the Sutter's Landing Park/Richards Boulevard Project".

MAYOR

ATTEST:

CITY CLERK

RLL:MW:dkd
Sutter.res

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

REVISED DRAFT - AUGUST 13, 1991

**PROPOSED
SUTTER'S LANDING PARK AND RICHARDS CONNECTOR**

CEQA STATEMENT OF FINDINGS AND FACTS

PREPARED FOR:

**CITY OF SACRAMENTO
DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
1231 I STREET, ROOM 301
SACRAMENTO, CA 95814-2998
CONTACT: HOLLY KEELER**

PREPARED BY:

**STA PLANNING, INC.
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SUTTER'S LANDING PARK AND RICHARDS CONNECTOR
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Attachment A - Table F, "2010 Lane Configurations and Level of Service (LOS) With and Without Improvements", pages 83-84 of the Draft EIR

Attachment B - Exhibit 31, "Intersection Improvements", page 86 of the Draft EIR

Attachment C - Exhibit 46, "Roadway Alternatives", page 217 of the Draft EIR

Attachment D - Exhibit 47, "Alternative Roadway Alignments", page 226 of the Draft EIR

Attachment E - Statement of Overriding Considerations

**CEQA STATEMENT OF FINDINGS AND FACTS
SUTTER'S LANDING PARK AND RICHARDS CONNECTOR
ENVIRONMENTAL IMPACT REPORT**

SIGNIFICANT ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED, FINDINGS WITH RESPECT TO SAID EFFECTS, AND STATEMENT OF FACTS IN SUPPORT THEREOF, ALL WITH RESPECT TO THE PROPOSED CERTIFICATION OF AN ENVIRONMENTAL IMPACT REPORT AND GENERAL PLAN AMENDMENT, CITY OF SACRAMENTO, CALIFORNIA.

I. BACKGROUND

This document has been prepared to explain the rationale that the City of Sacramento has used in making particular findings for the effects created by the project. Facts to support the findings are explained for insignificant effects, effects mitigable to a level of insignificance, and unavoidable significant environmental effects, in this order. This document concludes with a discussion of the alternatives considered and the rationale for rejection of the alternatives.

The California Environmental Quality Act (CEQA) and the State CEQA Guidelines (Guidelines) promulgated pursuant thereto provide:

No public agency shall approve or carry out a project for which an EIR has been completed which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects accompanied by a brief explanation of the rationale for each finding.

The possible findings are:

Finding 1- Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Finding 2 - Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

Finding 3 - Specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the Final EIR (Section 15091 of the Guidelines).

The City of Sacramento is considering approval of the designation of the Sutter's Landing Park and alignment selection for the Richards Connector. Because the proposed actions constitute a project under the CEQA Guidelines, and that the project may have a significant effect on the environment, and that the project is not exempt; the City of Sacramento has prepared an

Environmental Impact Report (EIR). This EIR has identified certain significant effects which may occur as a result of the project, or on a cumulative basis in conjunction with other past, present, and reasonably foreseeable future projects. Further, the City desires to approve this project and, after determining that an EIR was necessary as a result of the Notice of Preparation prepared on September 30, 1987, and that the EIR is complete and has been prepared in accordance with CEQA and the Guidelines, the findings set forth herein are made.

The Draft EIR evaluated alternatives for the proposed Sutter's Landing Park and Richards Connector. The approved project represents a plan initiated by the City of Sacramento. The project has been refined during the course of the public review through a series of actions including but not limited to those listed below.

1. The City staff analysis of the project.
2. Submittal of the original Draft EIR in October 1988.
3. The responses to the recirculation of the the Notice of Preparation in January 1990.
4. The responses to the comments on the Draft EIR

GENERAL PROJECT FINDINGS

Finding A - The proposed project has been prepared and analyzed in a manner so as to provided for the greatest public involvement in the planning and CEQA process.

Finding B - The planning process has developed a project that is in conformance with the plan under which the Notice of Preparation was issued and the Draft EIR was prepared.

Finding C - Standard City Policies and Requirements have been made a part of the project.

II. FINDINGS AND FACTS IN SUPPORT OF FINDINGS FOR SIGNIFICANT ENVIRONMENTAL EFFECTS OF THE PROJECT

A. EFFECTS DETERMINED TO BE INSIGNIFICANT

Finding

The City of Sacramento finds that the effects of the project listed below have been determined to be insignificant.

NOTICE OF PREPARATION

The City of Sacramento prepared a Notice of Preparation to identify effects of the proposed project which are not potentially significant. Those topics which were determined not to be significant are stated below:

Earth

- Changes in deposition or erosion of beach sands or changes in siltation, deposition or erosion which may modify the channel of river or stream or the bed of the ocean or any bay, inlet or lake

Water

- Changes in currents or the course of direction of water movements in either marine or fresh waters
- Substantial reduction in the amount of water otherwise available for public water supplies

Plant Life

- Reduction in acreage of any agricultural crop

Natural Resources

- Increase the rate of consumption of natural resources

Energy

- Use of substantial amounts of energy or fuel

- Substantial increase in demand upon existing sources of energy or require the development of new sources of energy

ENVIRONMENTAL IMPACT REPORT

The following summary briefly describes those environmental effects which were determined to be insignificant in the preparation of this EIR.

Transportation and Circulation

- The park will result in the generation of approximately 1,048 vehicles in Average Daily Traffic (ADT).

Air Quality

- The park and connector by themselves are not expected to have project-specific impacts on air quality or those related to inconsistencies with the interim regional air quality plan.

Noise

- The connector, on a project-specific or cumulative basis, will not impact noise receptors within the park.

Cultural Resources

- Filling activities associated with development of the park will occur onsite.

Population

- The proposed project (park and connector) is not anticipated to increase population above the planned levels in the General Plan.

Employment

- Development of the proposed connector will not significantly influence development in the local setting and induce significant employment opportunities.

Housing

- The proposed project (park and connector) will not have project-specific impacts to housing.

Biology

- The proposed project (park and connector) will contribute to a cumulative reduction in biological habitat not utilized by the Swainson's hawk.

(NOTE FOR HOLLY: I DON'T THINK THAT THIS IS STATED CORRECTLY FROM THE DEIR. COULD YOU PLEASE CHECK ON PAGE 166. THANKS - MARILYN

Parks and Recreation

- The proposed project (park and connector) will not conflict with or create a demand in and of itself for local or regional parks or recreational services at existing regional facilities.

B. INVENTORY OF IMPACTS MITIGATED TO A LEVEL OF INSIGNIFICANCE

The following summary briefly describes impacts determined in the preparation of the EIR. These impacts will be mitigated to a level of insignificance upon implementation of the mitigation measures provided in the appropriate section of this document, and upon implementation of the Mitigation Monitoring Program formulated to address the mitigation measures.

LAND USE

Significant Effect

Implementation of the proposed Connector interchange with State Route 160 will result in a significant land use compatibility impact with the existing Dos Rios Housing Project.

Finding

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Finding

- A. The significant effect has been substantially lessened to the extent feasible by virtue of the following mitigation measures identified in the EIR and incorporated into the project.
 1. To reduce land use compatibility impacts between the proposed connector and the Dos Rios Housing project, the City shall blend and buffer the transition between the Dos Rios Housing Project and State Route 160. This may be achieved by use of landscaping, open space, compatible land use buffers, or other appropriate measures during the project construction phases. The City shall incorporate this mitigation in the design approval for the interchange.

Significant Effect

As proposed, the alignment of the Connector traverses Sutter's Landing Park and will result in land use incompatibility.

Finding

1. Changes or alternations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Finding

- A. The significant effect has been substantially lessened to the extent feasible by virtue of the following mitigation measures identified in the EIR and incorporated into the project.
 1. To reduce land use compatibility impacts between the proposed park and connector, the City shall design the Sutter's Landing Park Master Plan to ensure that both the areas north and south of the Connector function. This shall include adequate safe bicycle and pedestrian crossings, and a Connector design sensitive to park uses.

Significant Effect

As proposed, the alignment of the Connector poses pedestrian and bicycle concerns.

Finding

1. Changes or alternations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Finding

- A. The significant effect has been substantially lessened to the extent feasible by virtue of the following mitigation measures identified in the Final EIR and incorporated into the project.
 1. To reduce land use compatibility impacts between the proposed park and connector, the City shall design the Sutter's Landing Park Master Plan to ensure that both the areas north and south of the Connector function. This shall include adequate safe bicycle and pedestrian crossings, and a Connector design sensitive to park uses.

TRANSPORTATION AND CIRCULATION

Significant Effect

On a cumulative basis, the proposed connector and cumulative development (including development of the proposed park project) will affect intersection Levels of Service at the following locations: 29th Street & C Street, 28th Street & C Street, 28th Street & E Street, 29th & E Street, 30th Street & E Street, Alhambra & E Street, 28th Street & A Street, and North 16th Street & Richards Boulevard (intersections 3-9, and 11 identified in the Transportation and Circulation section).

Finding

1. Changes or alternations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Finding

- A. The significant effect has been substantially lessened to the extent feasible by virtue of the following mitigation measures identified in the EIR and incorporated into the project.
 1. Prior to the commencement of construction, a Transportation Improvement Program (TIP) that will implement the improvements listed in Table F (attached hereto as Attachment A and incorporated herein by this reference), and depicted in Exhibit 31 (attached hereto as Attachment B and incorporated herein by this reference), shall be reviewed and approved by the City and adopted by the City. The program shall define the "fair share" contribution to the required improvements from the proposed projects (park and connector) and other future development projects. The program shall define:
 - (1) Improvements
 - (2) Timing
 - (3) Funding/Contributions
 - (4) Responsibility

AIR QUALITY

Significant Effect

The park and connector projects will result in short-term air quality impacts.

Finding

1. Changes or alternations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
3. Specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the Draft EIR (Section 15091 of the Guidelines).

Facts in Support of Finding

- A. The significant effect has been substantially lessened to the extent feasible by virtue of the following mitigation measures identified in the EIR and incorporated into the project.
 1. Water shall be applied to the site twice daily in compliance with SMAQMD Rule 403 (Fugitive Dust Emissions) to mitigate the impact of construction-generated dust particulates.
 3. Prior to the commencement of construction, the developer shall notify in English and Spanish any homes within 200 feet of the roadway that roadbed disturbance will occur during a specified time period that may cause a temporary soiling nuisance.
 4. Construction vehicle movement on any unpaved surface other than water trucks shall be terminated if wind speeds exceed 30 mph.

(NOTE: CHECK WITH BOB LEE & TERRY MOORE ON THIS MITIGATION MEASURE.)

5. During construction, stationary combustion equipment shall not be positioned and left running closer than 50 feet to any residence (compressors, generators, engine-generator light sets, etc.), nor shall any truck hauling dirt or other materials be parked closer than 50 feet to any residence with its engine

running for more than 10 minutes.

(NOTE: CHECK WITH BOB LEE & TERRY MOORE ON THIS MITIGATION MEASURE.)

- B. *The connector is in the preliminary stages of development and no particular configuration or formal design of the connector have been proposed. The nature and design of mitigation measures may be dependent upon the final design of the connector. The following mitigation is not adopted and a Number 3 finding is supported since the goals of the proposed mitigation measure can be accomplished through the other mitigation measures listed above and the alternative mitigation measure presented in Fact C listed below. It may be infeasible to schedule construction to only 3 months per year and could add substantially to the overall cost of the project.*
2. *Scheduling of major roadway disturbance along the south side of Dos Rios School shall be limited to a period when school is not in session.*
- C. *The significant effect has been substantially lessened to the extent feasible by virtue of the following mitigation measure that is substituted for mitigation measure number 2 from the EIR and that is incorporated into the project.*
2. *As design plans are developed for the connector, the City shall evaluate the potential for short-term air quality impacts on the Dos Rios School. Appropriate mitigation measures shall be developed for major roadway disturbance along the south side of Dos Rios School when the details of the design are known.*

NOISE

Significant Effect

Short-term construction noise impacts will occur as a result of the proposed project (park and connector).

Finding

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
3. Specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the Draft EIR (Section 15091 of the Guidelines).

Facts in Support of Finding

- A. *The park and connector are in the preliminary stages of development, and no formal design of the park nor any particular configuration or formal design of the connector have been proposed. The nature and design of mitigation measures will or may be dependent upon design of the park and connector. The following mitigation measure from the Draft EIR is not adopted, and a Number 3 finding is supported since the goals of the proposed mitigation can be accomplished through the alternative mitigation measure presented in Fact B listed below.*
1. *Construction adjacent to existing residential development shall be limited to the hours of 7 a.m. and 7 p.m. on Monday through Friday. Construction shall not be allowed on weekends or federal holidays.*
- B. *The significant effect has been substantially lessened to the extent feasible by virtue of the following mitigation measure that is substituted for mitigation measure 1 from the EIR and that is incorporated into the project.*
2. *As design plans are developed for the park and connector, the City shall evaluate the potential for noise impact of the proposed construction on existing residential development. At a minimum, construction hours shall be limited to those specified in the most current City Noise Ordinance.*

Significant Effect

The increase in vehicular related noise related to the connector and cumulative development projects will impact offsite sensitive noise receptors.

Finding

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Finding

- A. The significant effect has been substantially lessened to the extent feasible by virtue of the following mitigation measures identified in the EIR and incorporated into the project.
1. Upon the selection of a preferred alignment, prior to commencement of construction for the proposed connector, the applicant shall submit an acoustical analysis of the proposed connector design, prepared under the supervision of an acoustical engineer. The analysis shall include a discussion of the exact specifications for noise attenuation measures and/or noise barriers. If noise barriers are to be required, an acoustical engineer shall assure acceptable noise reductions and compliance with the City's Noise Ordinance.

CULTURAL RESOURCES

Significant Effect

Grading for the Connector may result in the destruction of significant cultural resources.

Finding

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Finding

- A. The significant effect has been substantially lessened to the extent feasible by virtue of the following mitigation measures identified in the EIR and incorporated into the project.
 1. If substantial grading is required for construction of the Richards Boulevard Connector, a qualified archaeologist shall be retained to determine the need for conducting subsurface testing in the area of the designated right-of-way. In the event that cultural resources are discovered by this method, additional measures shall be implemented to mitigate any further impacts on cultural resources within the impact zone before further grading.
 2. In the event that archaeological materials are discovered during any construction within the project area, work in the immediate area of the find shall be halted until a qualified archaeologist (approved by the City) has had the opportunity to assess the find and make appropriate recommendations to the City for its salvage or preservation.

SOILS AND GEOLOGY

Significant Effect

The potential for development-induced soil settlement has been identified on the project site for the park and connector.

Finding

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

3. Specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the Draft EIR (Section 15091 of the Guidelines).

Facts in Support of Finding

- A. The significant effect has been substantially lessened to the extent feasible by virtue of the following mitigation measures identified in the EIR and incorporated into the project.
 1. In order to meet State requirements, the Landfill Closure Plan shall be updated to include the proposed Richards Boulevard Connector and Sutter's Landing Park prior to final design of the park. The updated plan will need to address any plans for compaction or other modification of the landfill following closure that would be associated with road or park development (e.g., landscaping with any plant species other than grasses) and would be subject to the approval of the California Integrated Waste Management Board (CIWMB) and the Regional Water Quality Control Board (RWQCB).
 2. To reduce impacts to the landfill cap, park landscaping shall be designed by the City for minimal irrigation and shall emphasize drip irrigation and use of native vegetation. Deep-rooted woody vegetation shall not be used unless it can be demonstrated that they would not damage the landfill cap. Such plans shall be subject to review by the CIWMB and the RWQCB.
 3. To reduce settlement impacts, when specific designs for the Richards Boulevard Connector are prepared, the geotechnical engineer shall make specific recommendations regarding differential settlement between the bridge abutment and approach fills, such as the general recommendation presented in the geotechnical report for use of asphalt concrete overlays.
 4. To reduce settlement impacts, the final surface of the landfill shall be graded so that drainage patterns will be maintained even if settlement occurs. The City shall inspect the park grounds at least annually for any areas of differential settlement. Any depressions shall be repaired with appropriate fill material. Annual inspection and repair shall be specified in park maintenance programs.
 5. In order to maintain the integrity of the landfill cap, if heavy tamping is used to prepare the landfill surface for the roadway, initial tests shall be performed by the City as recommended in the geotechnical report. These tests shall include evaluation of the long-term integrity of the landfill cap and a geotechnical engineer shall recommend appropriate engineering measures to mitigate any anticipated damage to the cap.
- B. *The park and connector are in the preliminary stages of development, and no formal design of the park nor any particular configuration or formal*

design of the connector have been proposed. The nature and design of mitigation measures will or may be dependent upon design of the park and connector. The following mitigation measure from the Draft EIR is not adopted, and a Number 3 finding is supported since the goals of the proposed mitigation can be accomplished through the alternative mitigation measure presented in Fact C listed below.

- 6. In order to prevent ruptures in the landfill cap, interchanges with driven piles shall not be placed upon landfill areas.*
- C. The significant effect has been substantially lessened to the extent feasible by virtue of the following mitigation measure that is substituted for mitigation measure 6 from the EIR and that is incorporated into the project.*
- 7. In order to prevent ruptures in the landfill cap, design plans for any interchange that must be placed upon landfill areas will use the best available civil engineering design technology to remain in compliance with CIWMB and other appropriate regulatory agencies.*

Significant Effect

The potential for seismic-induced soil liquefaction has been identified on the project site for the connector.

Finding

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Finding

- A. The significant effect has been substantially lessened to the extent feasible by virtue of the following mitigation measures identified in the EIR and incorporated into the project.
 1. During the design phase of the connector the geotechnical engineer shall make specific recommendations that eliminate the risk of liquefaction.

HYDROLOGY AND DRAINAGE

Significant Effect

Construction of the proposed connector will increase the amount of impervious surfaces resulting

in short-term impacts to storm drainage.

Finding

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Finding

- A. The significant effect has been substantially lessened to the extent feasible by virtue of the following mitigation measures identified in the EIR and incorporated into the project.
 1. To minimize potential degradation of surface water quality, oil and grease traps or the appropriate technology shall be installed and periodically cleaned by the City wherever surface runoff from developed portions of the project site, specifically the proposed connector, drain directly into the American River.

Significant Effect

The proposed connector and cumulative development in the project area will increase urban runoff that would incrementally reduce water quality in the American River.

(NOTE: I HAVE REWORDED THIS EFFECT. PLEASE MAKE SURE THAT YOU AGREE WITH MY REWORDING. SEE PAGES 152-3 IN THE DEIR. - MARILYN)

Finding

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Finding

- A. The significant effect has been substantially lessened to the extent feasible by virtue of the following mitigation measures identified in the EIR and incorporated into the project.
 1. To minimize potential degradation of surface water quality, oil and grease traps or appropriate technology shall be installed and regularly cleaned by the City wherever surface runoff from developed portions of the project site, specifically the proposed connector, drain directly into the American River.

Significant Effect

Grading and irrigation proposed on the project site for the park and connector could increase the amount of leachate from the landfill area.

Findings

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Finding

- A. The significant effect has been substantially lessened to the extent feasible by virtue of the following mitigation measures identified in the EIR and incorporated into the project.
 1. In order to maintain the integrity of the landfill cap and as recommended in the Soils and Geology section of this report, any modification or construction on the landfill site shall require review and approval by the California Integrated Waste Management Board and the Regional Water Quality Control Board.
 2. To minimize potential ground water impacts, the City shall include native, drought-resistant plant species in its landscaping rather than limiting plant types to non-native or exotic vegetation. Design plans depicting this requirement shall be submitted to the City for review and approval.
 3. To minimize potential ground water impacts, fertilizers utilized at the proposed park shall be designated by a certified landscape architect and shall be of the slow-release type. Selective fertilizer or fertilizer stakes shall be used whenever possible to avoid over fertilization.
 4. Grading shall be completed by the City as depicted in the Final Grading Plan of the 1990 Landfill Closure Plan or any subsequent revision in order to avoid construction damage to the integrity of the landfill cap.

BIOLOGICAL RESOURCES

Significant Effect

Landscaping proposed for the park may increase the potential for leachate from the landfill area.

Finding

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Finding

- A. The significant effect has been substantially lessened to the extent feasible by virtue of the following mitigation measures identified in the EIR and incorporated into the project.
 1. The park development program shall incorporate suitable vegetation as listed on Table BB of the Draft EIR to minimize leachate generation.
 2. Sutter's Landing Park shall utilize hydrovisors or appropriate technology to control water usage and deep percolation beyond the root zone and minimize percolation through final cover.

Significant Effect

Development of the connector will result in the elimination of up to 22 acres of ruderal vegetation.

Finding

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Finding

- A. The significant effect has been substantially lessened to the extent feasible by virtue of the following mitigation measures identified in the EIR and incorporated into the project.
 1. Native vegetation shall be enhanced or reestablished in the strip between the right-of-way and the American River. Native trees such as valley oak, blue oak, and walnut shall be used to the extent possible in landscaped areas (if any are proposed) within the right-of-way and not on filled areas, and areas of natural vegetation shall be included within the Regional Park.

Significant Effect

Development of the park and connector will result in the reduction of ruderal grassland habitat.

Finding

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Finding

- A. The significant effect has been substantially lessened to the extent feasible by virtue of the following mitigation measures identified in the EIR and incorporated into the project.
 1. Native vegetation shall be enhanced or reestablished in the strip between the right-of-way and the American River. Native trees such as valley oak, blue oak, and walnut shall be used to the extent possible in landscaped areas (if any are proposed) within the right-of-way and not on filled areas, and areas of natural vegetation shall be included within the Regional Park.

Significant Effect

Construction of the Connector will increase the potential for polluted water, harmful to aquatic species, to enter the American River.

Findings

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Finding

- A. The significant effect has been substantially lessened to the extent feasible by virtue of the following mitigation measures identified in the EIR and incorporated into the project.
 1. In order to maintain the integrity of the landfill cap and as recommended in the Soils and Geology section of this report, any modification or construction on the landfill site shall require review and approval by the California Integrated Waste Management Board (CIWMB) and the Regional Water Quality Control Board (RWQCB).
 2. To minimize potential degradation of surface water quality, oil and grease traps or appropriate technology shall be installed and regularly cleaned by the City

wherever surface runoff from developed portions of the project site, specifically the proposed connector, drain directly into the American River.

3. In order to meet State requirements, the Landfill Closure Plan shall be updated to include the proposed Richards Boulevard Connector and Sutter's Landing Park prior to final design of the park. The updated plan will need to address any plans for compaction or other modification of the landfill following closure that would be associated with road or park development (e.g., landscaping with any plant species other than grasses) and would be subject to the approval of the CIWMB and the RWQCB.

Significant Effect

Development of the connector will result in the elimination or reduction of onsite elderberry stands, impacting the valley elderberry longhorn beetle.

Findings

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Finding

- A. The significant effect has been substantially lessened to the extent feasible by virtue of the following mitigation measures identified in the EIR and incorporated into the project.
 1. When the proposed roadway alignment is selected for the connector, the City shall coordinate with the U.S. Fish and Wildlife Service to determine the potential impacts to elderberry bushes and the possible need for a formal consultation between the City and the U. S. Fish and Wildlife Service pursuant to Section 7 of The Endangered Species Act. Prior to the commencement of construction, the City shall be responsible for the preparation of a habitat conservation plan to mitigate impacts to elderberry vegetation and the federally-threatened valley elderberry longhorn beetle. Financial responsibility for implementation of this plan to grow elderberry clumps (including it's five-year monitoring/maintenance requirement) shall be borne by the City. Initial successful implementation of the habitat conservation plan shall be performed to the satisfaction of the U.S. Fish and Wildlife Service.
 2. Due to the potential impacts to the Valley Elderberry Longhorn Beetle, the City shall ensure that dust generation associated with construction activities is controlled by spraying water on exposed surfaces during the spring (April through

mid-June) when the adult elderberry beetles have emerged and are feeding on foliage and flowers.

PARKS AND RECREATION

Significant Effect

Soil settlement onsite will affect development of park uses.

Finding

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Finding

- A. The significant effect has been substantially lessened to the extent feasible by virtue of the following mitigation measures identified in the EIR and incorporated into the project.
 1. Prior to implementation of a park development program, a subsurface site investigation shall be conducted at the landfill to determine refuse depths and waste composition in areas designated for park development. So as to more accurately predict the extent of remaining settlement the park development schedule shall be modified as necessary based on findings, so that no improvement is constructed in an area until compatible with on-going settlement.

Significant Effect

Development of the park will increase the potential for leachate generation caused by the future landscaping plan.

Finding

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Finding

- A. The significant effect has been substantially lessened to the extent feasible by virtue of the following mitigation measures identified in the EIR and incorporated into the project.

1. The park development program shall incorporate suitable vegetation to minimize leachate generation. This vegetation shall have the following characteristics: tolerance to landfill conditions at closure (landfill gas); drought resistance and climatic compatibility; and appropriate root zone depth to protect the integrity of the low permeability soil layer.
2. Sutter's Landing Park shall utilize hydrovisers or appropriate technology to control water usage and deep percolation beyond the root zone and minimize percolation through the final cover.

PUBLIC HEALTH CONSIDERATIONS

Significant Effect

The possibility of landfill wastes to daylight due to subsidence occurs on the project site for the park and connector.

Finding

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Finding

- A. The significant effect has been substantially lessened to the extent feasible by virtue of the following mitigation measures identified in the EIR and incorporated into the project.
 1. Prior to construction of the connector or park, the Landfill Closure Plan shall be updated to allow for park development. The Landfill Closure Plan shall be reviewed and approved by the RWQCB and the CIWMB to ensure that the landfill does not cause damage to people, groundwater, or surface water.

Significant Effect

The potential for health risks associated with methane gas, and possible carcinogens contained within, occurs on the site for the park and connector.

Findings

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Finding

- A. The significant effect has been substantially lessened to the extent feasible by virtue of the following mitigation measures identified in the EIR and incorporated into the project.
 1. Prior to construction of the connector or park, the Landfill Closure Plan shall be updated to allow for park development. The Landfill Closure Plan shall be reviewed and approved by the RWQCB and the CIWMB to ensure that the landfill does not cause damage to people, groundwater, or surface water.
 2. In conjunction with the development of the Park Master Plan, the City shall conduct a public health risk screening analysis of the toxic gas components of the landfill gases generated onsite. A dispersion model shall be based on known constituents of the landfill gases, the projected gas generation rate, and an assumed collection efficiency for the gas collection system.
 3. Prior to construction of the connector or park, to reduce impacts resulting from possible failure of the Landfill Gas Collection System, the City shall conduct a risk assessment evaluating the potential failure of the System. Based on this assessment, the City shall either develop a backup system or a contingency plan for closure of the connector and park in the event the LFG Collection and Recovery System fails. The risk assessment shall include cost analysis for development of a backup system or a contingency plan.

Significant Effect

Recreational users of Sutter's Landing Park could come into contact with landfill wastes.

Findings

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Finding

- A. The significant effect has been substantially lessened to the extent feasible by virtue of the following mitigation measures identified in the EIR and incorporated into the project.
1. Prior to construction of the connector or park, the Landfill Closure Plan shall be updated to allow for park development. The Landfill Closure Plan shall be reviewed and approved by the RWQCB and the CIWMB to ensure that the landfill does not cause damage to people, groundwater, or surface water.
 2. In conjunction with the development of the Park Master Plan, the City shall conduct a public health risk screening analysis of the toxic gas components of the landfill gases generated onsite. A dispersion model shall be based on known constituents of the landfill gases, the projected gas generation rate, and an assumed collection efficiency for the gas collection system.
 3. Prior to construction of the connector or park, to reduce impacts resulting from possible failure of the Landfill Gas Collection System, the City shall conduct a risk assessment evaluating the potential failure of the System. Based on this assessment, the City shall either develop a backup system or a contingency plan for closure of the connector and park in the event the LFG Collection and Recovery System fails. The risk assessment shall include cost analysis for development of a backup system or a contingency plan.

Significant Effect

The project (park and connector) will increase potential health hazards related to human contact with landfill refuse and onsite contaminated water.

Finding

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Finding

- A. The significant effect has been substantially lessened to the extent feasible by virtue of the following mitigation measures identified in the EIR and incorporated into the project.
1. Prior to construction of the connector or park, the Landfill Closure Plan shall be

updated to allow for park development. The Landfill Closure Plan shall be reviewed and approved by the RWQCB and the CIWMB to ensure that the landfill does not cause damage to people, groundwater, or surface water.

2. In conjunction with the development of the Park Master Plan, the City shall conduct a public health risk screening analysis of the toxic gas components of the landfill gases generated onsite. A dispersion model shall be based on known constituents of the landfill gases, the projected gas generation rate, and an assumed collection efficiency for the gas collection system.
3. Prior to construction of the connector or park, to reduce impacts resulting from possible failure of the Landfill Gas Collection System, the City shall conduct a risk assessment evaluating the potential failure of the System. Based on this assessment, the City shall either develop a backup system or a contingency plan for closure of the connector and park in the event the LFG Collection and Recovery System fails. The risk assessment shall include cost analysis for development of a backup system or a contingency plan.

PUBLIC SERVICES AND UTILITIES

Significant Effect

Implementation of the park will require the expansion of water service to the site. Implementation of any landscaped portions of the connector will require the expansion of water service to the site.

Finding

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Finding

- A. The significant effect has been substantially lessened to the extent feasible by virtue of the following mitigation measures identified in the EIR and incorporated into the project.
 1. Prior to construction of the project (connector or park), the City shall agree on the financing of additional facilities when they are necessary to provide water to the project area. This measure will reduce cumulative impacts resulting from project-induced development.

2. The City shall ensure that all water conservation techniques available, i.e., low-flow toilets, flow restricted faucets, drought tolerant vegetation, etc. will be incorporated into the plans. This measure will mitigate cumulative increases in demand for water.
3. To reduce cumulative increases in water demand, the City shall ensure that non-drought tolerant vegetation at the project site shall be replaced with drought tolerant vegetation as a part of ongoing maintenance programs.

Significant Effect

The collection of wastewater and storm drainage will compound current peak flow treatment problems affecting treatment facilities during wet weather.

Findings

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Finding

- A. The significant effect has been substantially lessened to the extent feasible by virtue of the following mitigation measures identified in the EIR and incorporated into the project.
 1. To reduce collection system and treatment capacity problems, the City shall continue to require separation of runoff from sewage flows following requirements and gaining approval from the Regional Water Quality Control Board.

Significant Effect

Implementation of the proposed connector will provide access to existing undeveloped property and will induce growth in the area. On a cumulative basis, this buildout of the General Plan land uses will induce production of between 57 to 135 tons of solid waste per day for future disposal.

Finding

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final

EIR.

Facts in Support of Finding

- A. The significant effect has been substantially lessened to the extent feasible by virtue of the following mitigation measures identified in the EIR and incorporated into the project.
 - 1. The City shall ensure the continuance of the present recycling program to reduce disposal requirements.
 - 2. To reduce disposal requirements, the City shall continue to investigate alternative waste disposal methods which could be incorporated into future facilities.

Significant Effect

Implementation of the park will result in a project-specific demand for police services.
(NOTE TO HOLLY: AS WE DISCUSSED, I THINK THAT THE DEIR SAID THIS WAS NOT SIGNIFICANT, BUT IT GOT LISTED IN THE SUMMARY TABLE. PLEASE DECIDE HOW YOU WANT TO HANDLE. - MARILYN)

Finding

- 1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Finding

- A. The significant effect has been substantially lessened to the extent feasible by virtue of the following mitigation measures identified in the EIR and incorporated into the project.
 - 1. To reduce potential growth induced impacts to police services, the Police Department shall be consulted during the early phases of design for the proposed regional park to ensure adequate patrol access and lighting.
 - 2. To reduce potential growth induced impacts to police services, additional officers and equipment shall be budgeted as infill development places new demands on the Department's service requirements.

Significant Effect

Implementation of the park will result in a project-specific demand for fire services.
(NOTE TO HOLLY: AS WE DISCUSSED, I THINK THAT THE DEIR SAID THIS WAS

NOT SIGNIFICANT, BUT IT GOT LISTED IN THE SUMMARY TABLE. PLEASE DECIDE HOW YOU WANT TO HANDLE. - MARILYN)

Finding

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Facts in Support of Finding

- A. The significant effect has been substantially lessened to the extent feasible by virtue of the following mitigation measures identified in the EIR and incorporated into the project.
 1. To ensure adequate access for fire services, the Fire Department shall be consulted during early phases of design for the proposed regional park to ensure adequate patrol access and lighting.
 2. To reduce potential growth induced impacts to fire services additional firemen and equipment shall be budgeted as infill development places new demands on the Department's service requirements.

C. SIGNIFICANT ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED IF PROJECT IS IMPLEMENTED

Impacts associated with the following environmental issues will be mitigated to the extent feasible by the implementation of the applicable standard city policies and requirements and recommended mitigation measures. However, the following issues cannot be mitigated to a level of insignificance. For each significant effect, one, two, or three of the following findings will be determined:

Finding 1 - Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Finding 2 - Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

Finding 3 - Specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the Draft EIR (Section 15091 of the Guidelines).

LAND USE

Significant Effect

Implementation of the proposed connector will contribute to a trend towards additional development in the area.

Finding

3. Specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the Draft EIR (Section 15091 of the Guidelines).

Facts in Support of Finding

- A. There were no mitigation measures identified.
- B. The facts on page 43 of this attachment support a No. 3 finding, rejecting the alternatives for failure or infeasibility to mitigate the potential effect. For a brief description of each alternative and a rejection of the alternatives, please refer to the Project Alternatives section on page 43 of this attachment.

AESTHETICS

Significant Effect

Development of the proposed connector and Business 80 interchange will impact views in the project vicinity.

Findings

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
3. Specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the Draft EIR (Section 15091 of the Guidelines).

Facts in Support of Finding

- A. The significant effect has been substantially lessened to the extent feasible by virtue of the following mitigation measures identified in the EIR and incorporated into the project.
 1. To minimize visibility of the proposed connector within the project site from locations to the north (north 12th and 16th Streets), the City shall enhance the riparian corridor along the south American River prior to commencement of construction for the Connector. This measure shall be in accordance with the Reclamation Board standards (Department of Water Resources design standards) which include vegetation guidelines on and within existing levees.
 2. Prior to completion of connector design, the City shall ensure that a landscaping program for the area surrounding the proposed Richards Connector and interchanges will be implemented to enhance the view from adjacent areas. This measure will reduce aesthetic impacts resulting from connector and interchange development.
- B. The facts on page 43 of this attachment support a No. 3 finding, rejecting the alternatives for failure or infeasibility to mitigate the potential effect. For a brief description of each alternative and a rejection of the alternatives, please refer to the Project Alternatives section on page 43 of this attachment.

Significant Effect

Implementation of the connector and interchanges will contribute to a cumulative change in the

aesthetic appearance of the project vicinity.

Findings

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
3. Specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the Draft EIR (Section 15091 of the Guidelines).

Facts in Support of Finding

- A. The significant effect has been substantially lessened to the extent feasible by virtue of the following mitigation measures identified in the EIR and incorporated into the project.
 1. To minimize visibility of the proposed connector within the project site from locations to the north (north 12th and 16th Streets), the City shall enhance the riparian corridor along the south American River prior to commencement of construction for the Connector. This measure shall be in accordance with the Reclamation Board standards (Department of Water Resources design standards) which include vegetation guidelines on and within existing levees.
 2. Prior to completion of connector design, the City shall ensure that a landscaping program for the area surrounding the proposed Richards Connector and interchanges will be implemented to enhance the view from adjacent areas. This measure will reduce aesthetic impacts resulting from connector and interchange development.
- B. The facts on page 43 of this attachment support a No. 3 finding, rejecting the alternatives for failure or infeasibility to mitigate the potential effect. For a brief description of each alternative and a rejection of the alternatives, please refer to the Project Alternatives section on page 43 of this attachment.

TRANSPORTATION AND CIRCULATION

Significant Effect

The proposed connector will redirect traffic patterns and open new areas for additional

development.

Finding

3. Specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the Draft EIR (Section 15091 of the Guidelines).

Facts in Support of Finding

- A. No mitigation measures were identified.
- B. The facts on page 43 of this attachment support a No. 3 finding, rejecting the alternatives for failure or infeasibility to mitigate the potential effect. For a brief description of each alternative and a rejection of the alternatives, please refer to the Project Alternatives section on page 43 of this attachment.

Significant Effect

The proposed park and connector in conjunction with 2010 buildout of the study area will result in the increase of 185,000 Average Daily Traffic (ADT).

Findings

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
3. Specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the Draft EIR (Section 15091 of the Guidelines).

Facts in Support of Finding

- A. The significant effect has been substantially lessened to the extent feasible by virtue of the following mitigation measures identified in the EIR and incorporated into the project.
 1. Prior to the commencement of construction, a Transportation Improvement Program (TIP) that will implement the improvements listed in Table F (attached hereto as Attachment A and incorporated herein by this reference), and depicted in Exhibit 31 (attached hereto as Attachment B and incorporated herein by this reference), shall be reviewed and approved by the City and adopted by the City. The program shall define the proposed project's (connector and park) and future

proposed projects; within the analysis area, "fair share" contribution to the required improvements. The program shall define:

- (1) Improvements
- (2) Timing
- (3) Funding/Contributions
- (4) Responsibility

B. The facts on page 43 of this attachment support a No. 3 finding, rejecting the alternatives for failure or infeasibility to mitigate the potential effect. For a brief description of each alternative and a rejection of the alternatives, please refer to the Project Alternatives section on page 43 of this attachment.

Significant Effect

The proposed connector and cumulative development will result in intersection Levels of Service considered adverse by the City of Sacramento at the following locations: 12th Street & C Street, 16th Street & C Street, North 12th Street & Richards Boulevard, B-80 SB ramps & Richards Boulevard, B-80 NB ramps & Richards Boulevard, North 12th Street & Bannon St./B St, North 16th Street & Bannon St./ B St, I-5 SB ramps & Richards Boulevard, I-5 NB ramps & Richards Boulevard.

Findings

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
3. Specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the Draft EIR (Section 15091 of the Guidelines).

Facts in Support of Finding

- A. The significant effect has been substantially lessened to the extent feasible by virtue of the following mitigation measures identified in the EIR and incorporated into the project.
1. Prior to the commencement of construction, a Transportation Improvement Program (TIP) that will implement the improvements listed in Table F (attached hereto as Attachment A and incorporated herein by this reference), and depicted in Exhibit 31 (attached hereto as Attachment B and incorporated herein by this reference), shall be reviewed and approved by the City and adopted by the City. The program shall define the proposed project's (connector and park) and future

proposed projects; within the analysis area, "fair share" contribution to the required improvements. The program shall define:

- (1) Improvements
- (2) Timing
- (3) Funding/Contributions
- (4) Responsibility

- B. The facts on page 43 of this attachment support a No. 3 finding, rejecting the alternatives for failure or infeasibility to mitigate the potential effect. For a brief description of each alternative and a rejection of the alternatives, please refer to the Project Alternatives section on page 43 of this attachment.

AIR QUALITY

Significant Effect

Implementation of the proposed park and connector will result in cumulative air quality impacts.

Findings

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
3. Specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the Draft EIR (Section 15091 of the Guidelines).

Facts in Support of Finding

- A. The significant effect has been substantially lessened to the extent feasible by virtue of the following mitigation measures identified in the EIR and incorporated into the project.
1. Prior to the commencement of construction, a Transportation Improvement Program (TIP) that will implement the improvements listed in Table F (attached hereto as Attachment A and incorporated herein by this reference), and depicted in Exhibit 31 (attached hereto as Attachment B and incorporated herein by this reference), shall be reviewed and approved by the City and adopted by the City. The program shall define the proposed project's (connector and park) and future proposed projects; within the analysis area, "fair share" contribution to the required improvements. The program shall define:

- (1) Improvements
- (2) Timing
- (3) Funding/Contributions
- (4) Responsibility

B. The facts on page 43 of this attachment support a No. 3 finding, rejecting the alternatives for failure or infeasibility to mitigate the potential effect. For a brief description of each alternative and a rejection of the alternatives, please refer to the Project Alternatives section on page 43 of this attachment.

CULTURAL RESOURCES

Significant Effect

Implementation of the proposed connector could result in a cumulative incremental loss of cultural resources due to growth inducing impacts.

Findings

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
3. Specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the Draft EIR (Section 15091 of the Guidelines).

Facts in Support of Finding

- A. The significant effect has been substantially lessened to the extent feasible by virtue of the following mitigation measures identified in the EIR and incorporated into the project.
 1. If substantial grading is required for construction of the Richards Boulevard Connector a qualified archaeologist shall be retained to determine the need for conducting subsurface testing in the area of the designated right-of-way. In the event that cultural resources are discovered by this method, additional measures shall be implemented to mitigate any further impacts on cultural resources within the impact zone before further grading.
 2. In the event that archaeological materials are discovered during any construction within the project area, work in the immediate area of the find shall be halted until a qualified archaeologist (approved by the City) has had the opportunity to assess the find and make appropriate recommendations to the City for its salvage

or preservation.

- B. The facts on page 43 of this attachment support a No. 3 finding, rejecting the alternatives for failure or infeasibility to mitigate the potential effect. For a brief description of each alternative and a rejection of the alternatives, please refer to the Project Alternatives section on page 43 of this attachment.

HOUSING

Significant Effect

The proposed connector will influence development in the local area and will contribute to a cumulative demand for housing.

Finding

- 3. Specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the Draft EIR (Section 15091 of the Guidelines).

Facts in Support of Finding

- A. No mitigation measures were identified.
- B. The facts on page 43 of this attachment support a No. 3 finding, rejecting the alternatives for failure or infeasibility to mitigate the potential effect. For a brief description of each alternative and a rejection of the alternatives, please refer to the Project Alternatives section on page 43 of this attachment.

HYDROLOGY AND DRAINAGE

Significant Effect

The proposed park and connector will result in an increased number of persons utilizing an area of flood risk.

Findings

- 1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
- 3. Specific economic, social, or other considerations make infeasible the mitigation

measures or project alternatives identified in the Draft EIR (Section 15091 of the Guidelines).

Facts in Support of Finding

- A. The significant effect has been substantially lessened to the extent feasible by virtue of the following mitigation measures identified in the EIR and incorporated into the project.
 - 1. In order to prevent potential flooding impacts, the levee system shall be inspected by the City annually one month prior to the beginning of the rainy season. The City will also conduct inspections after a major storm to detect any damage to existing levees. Erosion control methods for levee maintenance shall be implemented by the City if deemed necessary at the time of inspection.
 - 2. City and County of Sacramento policies for A-99 zone projects shall be incorporated into the planning design and construction of the project.
- B. The facts on page 43 of this attachment support a No. 3 finding, rejecting the alternatives for failure or infeasibility to mitigate the potential effect. For a brief description of each alternative and a rejection of the alternatives, please refer to the Project Alternatives section on page 43 of this attachment.

Significant Effect

The proposed park and connector will contribute to a cumulative regional reduction of water quality in the American River.

Findings

- 1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
- 3. Specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the Draft EIR (Section 15091 of the Guidelines).

Facts in Support of Finding

- A. The significant effect has been substantially lessened to the extent feasible by virtue of the following mitigation measures identified in the EIR and incorporated into the project.
 - 1. In order to prevent potential flooding impacts, the levee system shall be inspected

by the City annually one month prior to the beginning of the rainy season. The City will also conduct inspections after a major storm to detect any damage to existing levees. Erosion control methods for levee maintenance shall be implemented by the City if deemed necessary at the time of inspection.

2. In order to prevent potential flooding impacts, erosion control methods for levee maintenance shall be implemented by the City if deemed necessary at the time of inspection.
 3. In order to maintain the integrity of the landfill cap and as recommended in the Soils and Geology section of this report, any modification or construction on the landfill site shall require review and approval by the California Integrated Waste Management Board and the Regional Water Quality Control Board.
 4. To minimize potential ground water impacts, the City shall include native, drought-resistant plant species in its landscaping rather than limiting plant types to non-native or exotic vegetation. Design plans depicting this requirement shall be submitted to the City for review and approval.
 5. To minimize potential ground water impacts, fertilizers utilized at the proposed park shall be designated by a certified landscape architect and shall be of the slow-release type. Selective fertilizer or fertilizer stakes shall be used whenever possible to avoid over fertilization. Design plans depicting this requirement shall be submitted to the City for review and approval.
 6. To minimize potential degradation of surface water quality, oil and grease traps or appropriate technology shall be installed and periodically cleaned by the City wherever surface runoff from developed portions of the project site, specifically the proposed connector, drain directly into the American River.
 7. Grading shall be completed by the City as depicted in the Final Grading Plan of the 1990 Landfill Closure Plan or any subsequent revision in order to avoid construction damage to the integrity of the landfill cap.
- B. The facts on page 43 of this attachment support a No. 3 finding, rejecting the alternatives for failure or infeasibility to mitigate the potential effect. For a brief description of each alternative and a rejection of the alternatives, please refer to the Project Alternatives section on page 43 of this attachment.

BIOLOGICAL RESOURCES

Significant Effect

Development of the proposed park and connector in conjunction with other projects could result in the elimination or reduction of offsite elderberry stands, impacting the valley elderberry longhorn beetle.

Findings

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
3. Specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the Draft EIR (Section 15091 of the Guidelines).

Facts in Support of Finding

- A. The significant effect has been substantially lessened to the extent feasible by virtue of the following mitigation measures identified in the EIR and incorporated into the project.
 1. When the proposed roadway alignment is selected for the connector, the City shall coordinate with the U.S. Fish and Wildlife Service to determine the potential impacts to elderberry bushes and the possible need for a formal consultation between the City and the U. S. Fish and Wildlife Service pursuant to Section 7 of The Endangered Species Act. Prior to the commencement of construction, the City shall be responsible for the preparation of a habitat conservation plan to mitigate impacts to elderberry vegetation and the federally-threatened valley elderberry longhorn beetle. Financial responsibility for implementation of this plan to grow elderberry clumps (including it's five-year monitoring/maintenance requirement) shall be borne by the City. Initial successful implementation of the habitat conservation plan shall be preformed to the satisfaction of the U.S. Fish and Wildlife Serve prior to final approval of the design of the connector by the City and commencement of construction.
- B. The facts on page 43 of this attachment support a No. 3 finding, rejecting the alternatives for failure or infeasibility to mitigate the potential effect. For a brief description of each alternative and a rejection of the alternatives, please refer to the Project Alternatives section on page 43 of this attachment.

PUBLIC SERVICES AND UTILITIES

Significant Effect

Implementation of the proposed park and connector will contribute to a cumulative incremental increased demand for water, wastewater and drainage services, solid waste facilities, police, and fire services.

Findings

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
3. Specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the Draft EIR (Section 15091 of the Guidelines).

Facts in Support of Finding

- A. The significant effect has been substantially lessened to the extent feasible by virtue of the following mitigation measures identified in the EIR and incorporated into the project.
 1. Prior to construction of the project (connector or park), the City shall agree on the financing of additional facilities that are necessary to provide water to the project area. This measure will reduce cumulative impacts resulting from project-induced development.
 2. The City shall ensure that all water conservation techniques available, i.e., low-flow toilets, flow restricted faucets, drought tolerant vegetation, etc. will be incorporated into the plans. This measure will mitigate cumulative increases in demand for water.
 3. To reduce cumulative increases in water demand, the City shall ensure that non-drought tolerant vegetation at the project site shall be replaced with drought tolerant vegetation as a part of ongoing maintenance programs.
 4. To reduce collection system and treatment capacity problems, the City shall continue to require separation of runoff from sewage flows following requirements and gaining approval from the Regional Water Quality Control Board.
 5. The City shall ensure the continuance of the present recycling program to reduce

disposal requirements.

6. To reduce disposal requirements, the City shall continue to investigate alternative waste disposal methods which could be incorporated into future facilities.
 7. To reduce potential growth induced impacts to police services, the Police Department shall be consulted during the early phases of design for the proposed regional park to ensure adequate patrol access and lighting.
 8. To reduce potential growth induced impacts to police services, additional officers and equipment shall be budgeted as infill development places new demands on the Department's service requirements.
 9. To ensure adequate access for fire services, the Fire Department shall be consulted during early phases of design for the proposed regional park to ensure adequate patrol access and lighting.
 10. To reduce potential growth induced impacts to fire services additional firemen and equipment shall be budgeted as infill development places new demands on the Department's service requirements.
- B. The facts on page 43 of this attachment support a No. 3 finding, rejecting the alternatives for failure or infeasibility to mitigate the potential effect. For a brief description of each alternative and a rejection of the alternatives, please refer to the Project Alternatives section on page 43 of this attachment.

III. PROJECT ALTERNATIVES

The Draft EIR evaluated alternatives for the proposed Sutter's Landing Park and Richards Connector. These alternatives have been found infeasible for the following specific economic, social or other considerations as required by Public Resources Code Section 21081 (CEQA). The following provides a brief description of the project alternatives and findings related to these alternatives.

Alternative No. 1 - "No Project"

The No Project Alternative evaluates the effects that could result without the development of a regional park or connector. Internal circulation access in the study area is assumed to remain from 20th Street, 28th Street, and the A Street bridge. The only change to the existing circulation system is an upgrade of the "A" Street bridge over Business 80 and a westward extension of "A" Street to 20th Street. Refer to Exhibit 46 from the Draft EIR (attached hereto as Attachment C and incorporated herein by this reference). With implementation of the No Project Alternative, the landfill property would continue in its current use until late 1992, when it would close as specified in the Landfill Closure Plan.

Although development in the local vicinity could occur as projected in the General Plan, ultimate densities would be constrained by circulation limitations. Development of current General Plan land uses would be adversely affected by an inadequate circulation system under this alternative.

Finding

3. Specific economic, social, or other considerations make infeasible the project's No Project alternative identified in the EIR and described above in that:
 - A. This alternative would not meet the planning and design objectives of the City of Sacramento. These objectives are:
 - To aid in achieving the park standards required under buildout of the 1988 General Plan.
 - To develop a park on the City's landfill site in compliance with the 1984 Master Plan for Park Facilities and Recreation Services and the American River Parkway Plan.
 - To develop a safe and workable park proposal based upon the findings of a feasibility study for park development on the landfill site.
 - To provide an additional major east-west arterial near the central city area. This would provide additional access providing relief from congestion to and from the downtown area.

- To provide improved access/circulation to the North Old City Industrial Park (NOCIP) and Richards area.
- B. This alternative would generate less revenue to the City and provide fewer employment opportunities than the proposed project because development densities in the local vicinity would be constrained by circulation limitations.
- C. This alternative would provide a circulation system that, based on City standards, is inadequate for the projected traffic demands in this area.
- D. This alternative would result in slightly greater air quality impacts than the proposed project due to the inadequate circulation system.
- E. This alternative would result in greater impacts to regional park facilities than the proposed project, due to the current shortage of recreational facilities.
- F. This alternative would induce fewer employment opportunities than the proposed project.
- G. Significant effects of the preferred project are acceptable when balanced against facts set forth in the Statement of Overriding Considerations and stated above, and are more acceptable than those anticipated from the No Project Alternative.

Alternative No. 2 - "Extension 1 Only"

This alternative entails a new Richards Boulevard interchange at SR-160 (N. 12th and 16th Streets) and Richards Boulevard would extend eastward from this interchange to existing "A" Street. A northward extension of 20th Street would provide access to Richards Boulevard, and access to Business 80 would be via local streets such as "E" Street. Access to the Park and internal circulation would be provided by 20th Street, 28th Street, the A Street bridge, and the Richards Boulevard/SR 160 extension. This Alternative would alleviate some of the project area and the North Old City Industrial Park regional traffic problems. Buildout development induced within the surrounding area by this alternative is assumed to occur in accordance with the General Plan.

Finding

3. Specific economic, social, or other considerations make infeasible the project's Extension 1 Only alternative identified in the EIR and described above in that:
 - A. This alternative would not meet the planning and design objectives of the City of Sacramento. These objectives are:

- To provide an additional major east-west arterial near the central city area. This would provide additional access providing relief from congestion to and from the downtown area.
 - To provide improved access/circulation to the North Old City Industrial Park (NOCIP) and Richards area.
- B. This alternative would result in a circulation system that is inadequate for the projected demand.
- C. This alternative would result in slightly greater air quality impacts than the proposed project due to the inadequate circulation system.
- D. Significant effects of the preferred project are acceptable when balanced against facts set forth in the Statement of Overriding Considerations and stated above, and are more acceptable than those anticipated from the Extension 1 Only Alternative.

Alternative No. 3 - "Extension 2 Only"

This alternative assumes a direct connection of State Route 160 to Sutter's Landing Park from Richards Boulevard. With the exception of Traffic and Circulation, the environmental analysis provided below is similar to the Extension Only 1 alternative.

This alternative would involve a new Richards Boulevard interchange at SR-160 (N. 12th and 16th Streets) and an extension of Richards Boulevard eastward from this interchange to existing "A" Street. This alternative also features a northward extension of 20th Street which would provide full access to Richards Boulevard.

This alternative would alleviate some of the project area and the North Old City Industrial Park Regional traffic problems. Although development would continue to be constrained, buildout development induced within the surrounding area by this alternative is assumed to occur in accordance with the General Plan.

Finding

3. Specific economic, social, or other considerations make infeasible the project's Extension 2 Only Alternative identified in the Final EIR and described above in that:
- A. This alternative would result in a circulation system that is inadequate for the projected demand.

- B. This alternative would result in slightly greater air quality impacts than the proposed project due to the inadequate circulation system.
- C. Significant effects of the preferred project are acceptable when balanced against facts set forth in the Statement of Overriding Considerations and stated above, and are more acceptable than those anticipated from the Extension 1 Only Alternative.

Alternative No. 4 - "Interchange Only"

The Interchange Only Alternative analyzes the impacts of developing a regional park at the landfill site with an interchange at Business 80 only (Exhibit 46 in Attachment C). This alternative features a new Richards Boulevard interchange at Business 80 and partial construction of Richards Boulevard westward from this interchange to the Sutter's Landing Park area. There would be no connection between 28th Street and Richards Boulevard, and hence the sole access for the NOCIP development would be from the Business 80 interchange with Richards Boulevard. Development of the study area would occur as indicated by the General Plan. Although access to the western portion of the project area would remain constrained without the Connector to State Route 160, buildout development induced within the study area by this alternative is assumed to occur in accordance with the General Plan.

Finding

- 3. Specific economic, social, or other considerations make infeasible the project's Interchange Only alternative identified in the Final EIR and described above in that:
 - A. This alternative would not meet the planning and design objectives of the project proponent. These objectives are:
 - To provide an additional major east-west arterial near the central city area. This would provide additional access providing relief from congestion to and from the downtown area.
 - To provide improved access/circulation to the North Old City Industrial Park (NOCIP) and Richards area.
 - B. This alternative would result in circulation impacts at the Business 80 interchange.
 - C. This alternative would result in slightly greater air quality impacts than the proposed project due to the inadequate circulation system.
 - D. Significant effects of the preferred project are acceptable when balanced

against facts set forth in the Statement of Overriding Considerations and stated above, and are more acceptable than those anticipated from the Interchange Only alternative.

Proposed Alignment

This alternative assumes development of Sutter's Landing Park, the connector, and the two interchanges. This is the original proposed alignment from preliminary analysis of the Public Works Department. Exhibit 47 in the Draft EIR (attached hereto as Attachment D and incorporated herein by this reference) depicts this proposed alignment as well the three alternative alignments (A, B and C).

Finding

3. *Specific economic, social, or other considerations make infeasible the project's proposed alignment identified in the EIR and described above in that:*
 - A. *This alternative would separate the functional use of the park and could pose difficulties for pedestrian and bicycle crossings.*
 - B. *Significant effects of the preferred roadway alignment (Alignment "C") are acceptable when balanced against facts set forth in the Statement of Overriding Considerations and stated above, and are more acceptable than those anticipated from the proposed alignment.*

Alternative No. 5 - "Alignment A"

This alternative assumes development of Sutter's Landing Park, the connector, and the interchange. This alignment would extend eastward along the American River levee, traversing the NOCIP and the old landfill areas on the north side, to approximately 27th Street. The alignment would cross the corporation yard between 27th and 29th Streets, then cross the landfill and connect with Business 80. This alignment would provide the least sharp roadway curves compared to the other connector alignments, thereby allowing traffic safe and easy access through the corridor. Exhibit 47 in the Draft EIR (attached hereto as Attachment D and incorporated herein by this reference) depicts the alternative alignments.

Finding

3. Specific economic, social, or other considerations make infeasible the project's Alignment A alternative identified in the Final EIR and described above in that:
 - A. This alternative would separate the functional use of the park and could pose difficulties for pedestrian and bicycle crossings. Pedestrian access to the

American River would be limited.

- B. Significant effects of the preferred project alignment (Alignment "C") are acceptable when balanced against facts set forth in the Statement of Overriding Considerations and stated above, and are more acceptable than those anticipated from the Alignment A Alternative.

Alternative No. 6 - "Alignment B"

This alternative assumes development of Sutter's Landing Park, the connector, and the interchange. This variation would bisect the landfill area to provide access from either side of the street for future industrial and commercial development west of 25th Street. This alignment would traverse the NOCIP area providing access to the connector street on both sides and this would result in parcel depths that are more developable. Although this alignment would be similar to Alignment A, this alternative alignment would differ by bisecting the NOCIP area and allowing access from both sides of the streets.

Finding

- 3. Specific economic, social, or other considerations make infeasible the project's Alignment B alternative identified in the Final EIR and described above in that:
 - A. This alternative would separate the functional use of the park and could pose difficulties for pedestrian and bicycle crossings. Pedestrian access to the American River would be limited.
 - B. This alternative would pose geotechnical constraints by traversing the area between 23rd and 25th Streets.
 - C. This alternative would be constructed over the 48 acre open space site of the inactive landfill, thus reducing the area available for recreation activities on sports fields, courts, etc.
 - D. Significant effects of the preferred project alignment (Alignment "C") are acceptable when balanced against facts set forth in the Statement of Overriding Considerations and stated above, and are more acceptable than those anticipated from the Alignment B Alternative.

REVISED DRAFT - AUGUST 13, 1991

ATTACHMENT E
STATEMENT OF OVERRIDING CONSIDERATIONS

**ATTACHMENT E
STATEMENT OF OVERRIDING CONSIDERATIONS**

The California Environmental Quality Act (CEQA) requires a public agency to balance the benefits of a proposed project against its unavoidable environmental risks in determining whether to approve a project. The City of Sacramento has determined that the unavoidable risks of this project (park and connector) are acceptable when balanced against the benefits of this project, giving greater weight to the unavoidable environmental risks.

SUTTER'S LANDING PARK

In making this determination, the following factors and public benefits were considered or decisions made with respect to the proposed Sutter's Landing Park project:

1. The proposed park is consistent with the City of Sacramento General Plan.
2. The proposed park is compatible with adjacent land uses.
3. The proposed park is consistent with existing and proposed uses in the vicinity of the project and community in general.
4. The intensity of the park is appropriate for the location.
5. The overall planning of the park is comprehensive and interrelated, not planned in a piecemeal fashion.
6. The proposed park will aid in achieving the park standards required under buildout of the 1988 General Plan.
7. The proposed park will be compatible with the residential uses to the south and the Dos Rios Housing Project to the west of the project site.
8. The proposed park will be consistent with the 1965 Industrial Park Community Plan (IPCP) designation of the City landfill as a regional park site.
10. The proposed park will be consistent with the 1980 Sacramento Central City Community Plan policy which calls for the enhancement of the open space/recreation and scenic value of the American River.
11. The proposed park project will develop a park on the City's landfill site in compliance

with the 1984 Master Plan for Park Facilities and Recreation Services and the American River Parkway Plan.

(NOTE: Marilyn made almost no revisions to the reasons for proceeding with the park. This may need some more work.)

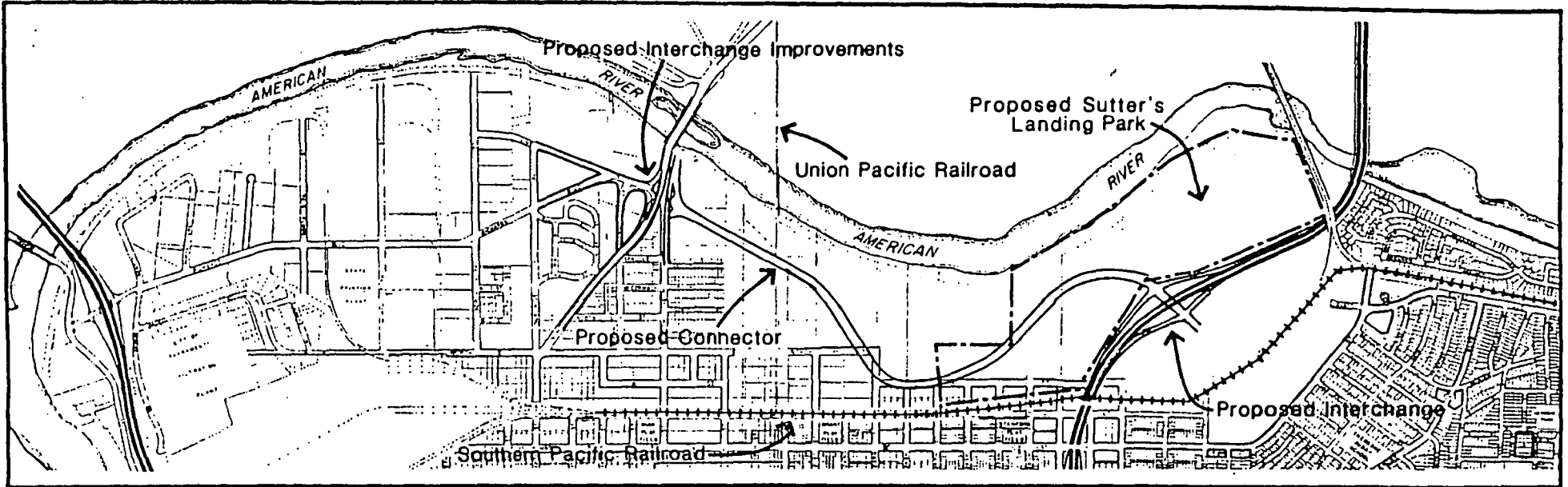
RICHARDS CONNECTOR

In making this determination, the following factors and public benefits were considered or decisions made with respect to the proposed Richards Connector project:

1. The proposed Connector is consistent with the City of Sacramento General Plan.
2. The proposed Connector is compatible with adjacent land uses.
3. The proposed Connector is consistent with existing and proposed uses in the vicinity of the project and community in general.
4. The overall planning of the Connector is comprehensive and interrelated, not planned in a piecemeal fashion.
5. The proposed Connector will provide an additional major east-west arterial near the central city area. This supports Goal A for Streets and Roads in the Circulation Element of the 1988 General Plan (Sec. 5-9) to, "Create a street system which will ensure the safe and efficient movement of people and goods within and through communities and to other areas in the City and region." The proposed connector will provide additional access providing relief from congestion to and from the downtown area, help to implement the General Plan Circulation Element, and support downtown development and the Central City Urban Design Plan.
6. The proposed connector will be compatible with residential uses to the south of the project. This supports Goal B for Central City Transportation in the General Plan (Sec. 5-14) to, "Direct traffic in the Central City away from residential neighborhoods to the extent feasible."
7. The proposed Connector will provide improved access/circulation to the North Old City Industrial Park (NOCIP) and Richards area. This will allow the land uses designated in the 1988 General Plan to occur and will support the goals of the General Plan. Specifically, Goal B of the General Plan Commerce and Industry Element is to, "Promote the re-use and revitalization of existing developed areas, with special emphasis on commercial and industrial districts."

8. The proposed Connector will be compatible with and complimentary to existing and potential future industrial and commercial uses in the area of the project site.
9. The proposed Connector will be compatible with air quality goals of the City of Sacramento. The General Plan has designated land uses to be developed in the project area, and the Draft EIR evaluated microscale air quality impacts in the area with and without the Connector. Carbon monoxide impacts are generally higher without the Connector than for the proposed project roadway configuration. Development in this area is supported by the City General Plan, and the proposed Connector provides an efficient circulation system serving that development to minimize air quality impacts to the extent possible.

13



NOTE: The underlying base used in this exhibit is a City of Sacramento Right-of-Way Map.

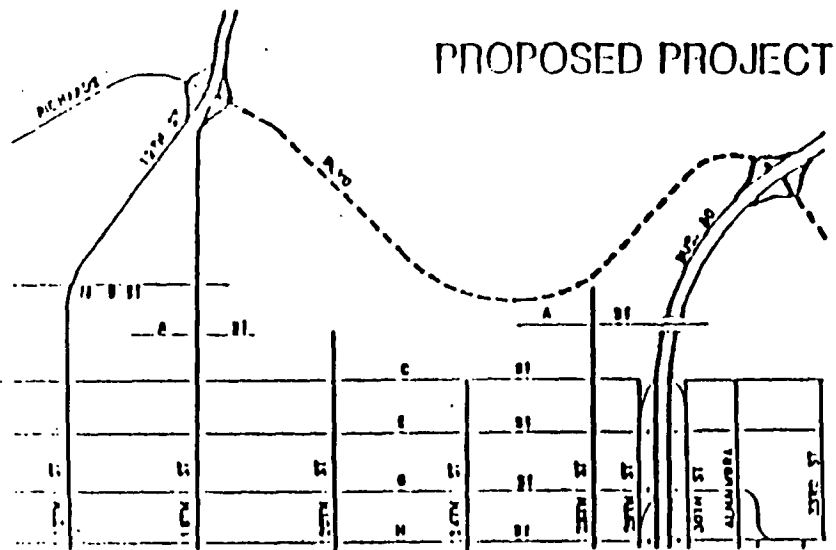
Source: City of Sacramento Planning and Community Development Department (1987)

PROPOSED PROJECT

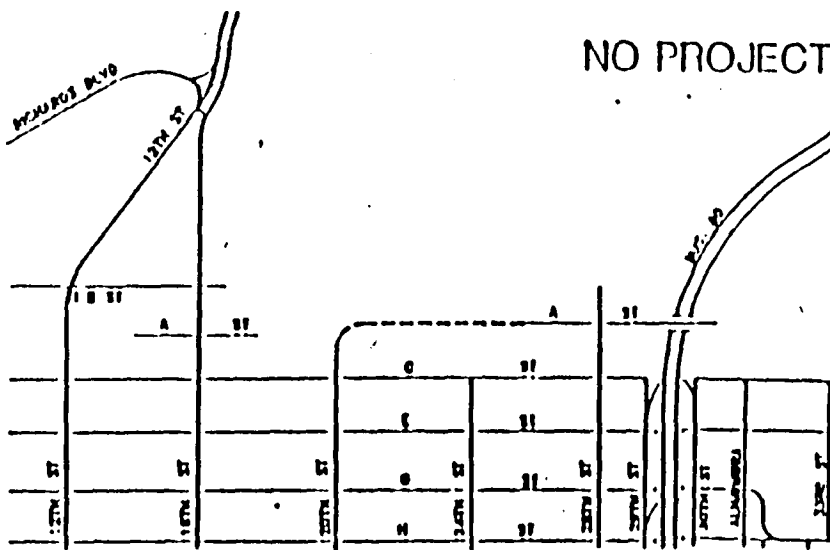
SUTTER'S LANDING PARK/RICHARDS CONNECTOR EIR
City of Sacramento



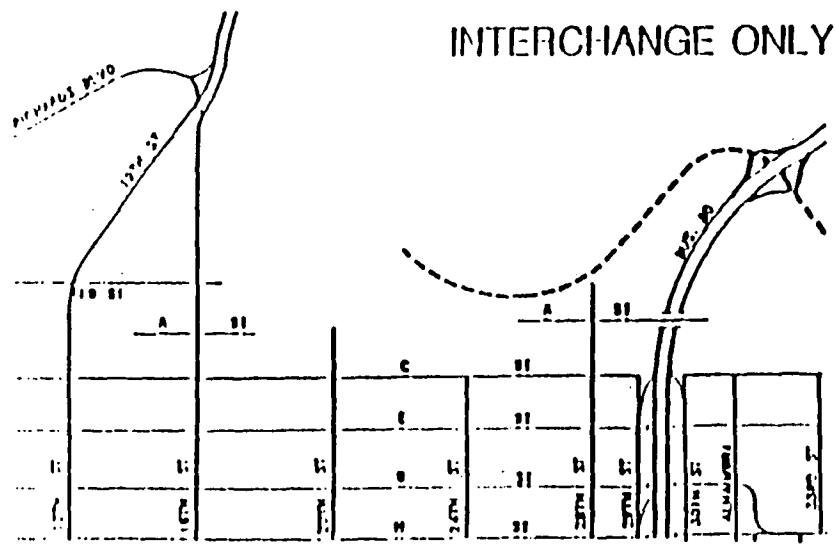
EXHIBIT 1



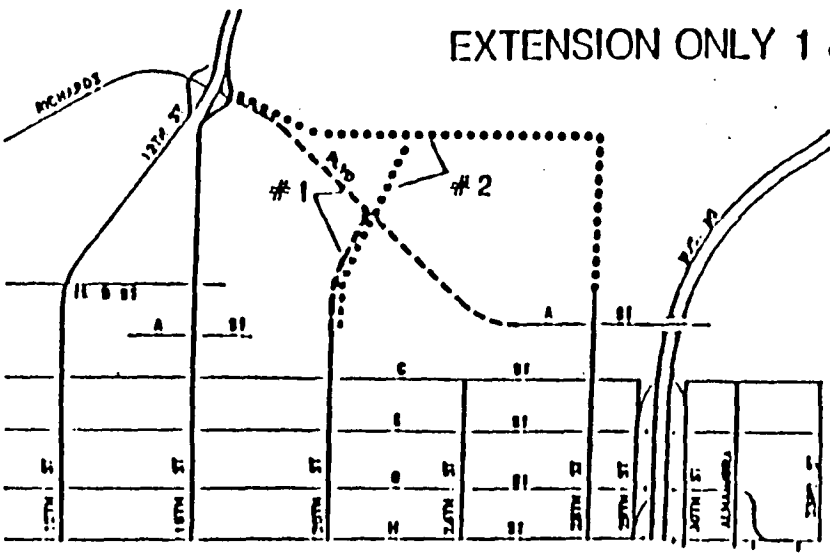
PROPOSED PROJECT



NO PROJECT



INTERCHANGE ONLY



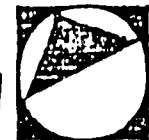
EXTENSION ONLY 1 & 2

Source: Austin-Foust Associates, Inc.

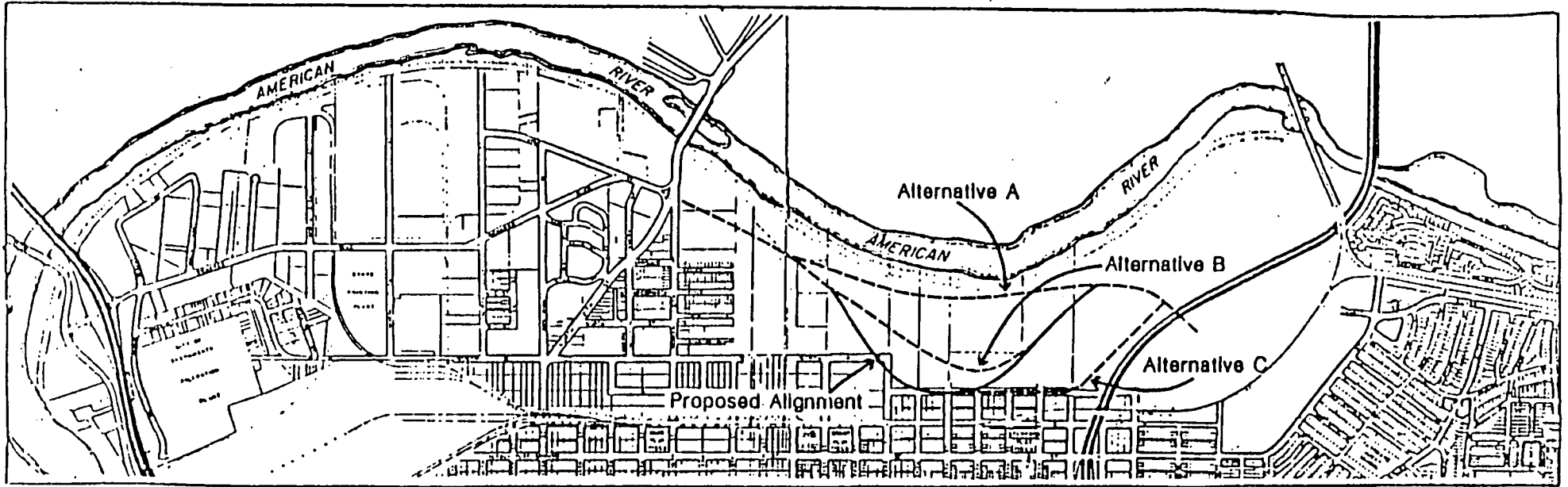
ROADWAY ALTERNATIVES

SUTTER'S LANDING PARK/RICHARDS CONNECTOR EIR
Cty of Sacramento

STA Inc



no scale



NOTE: The underlying base used in this exhibit is a City of Sacramento Right-of-Way Map.

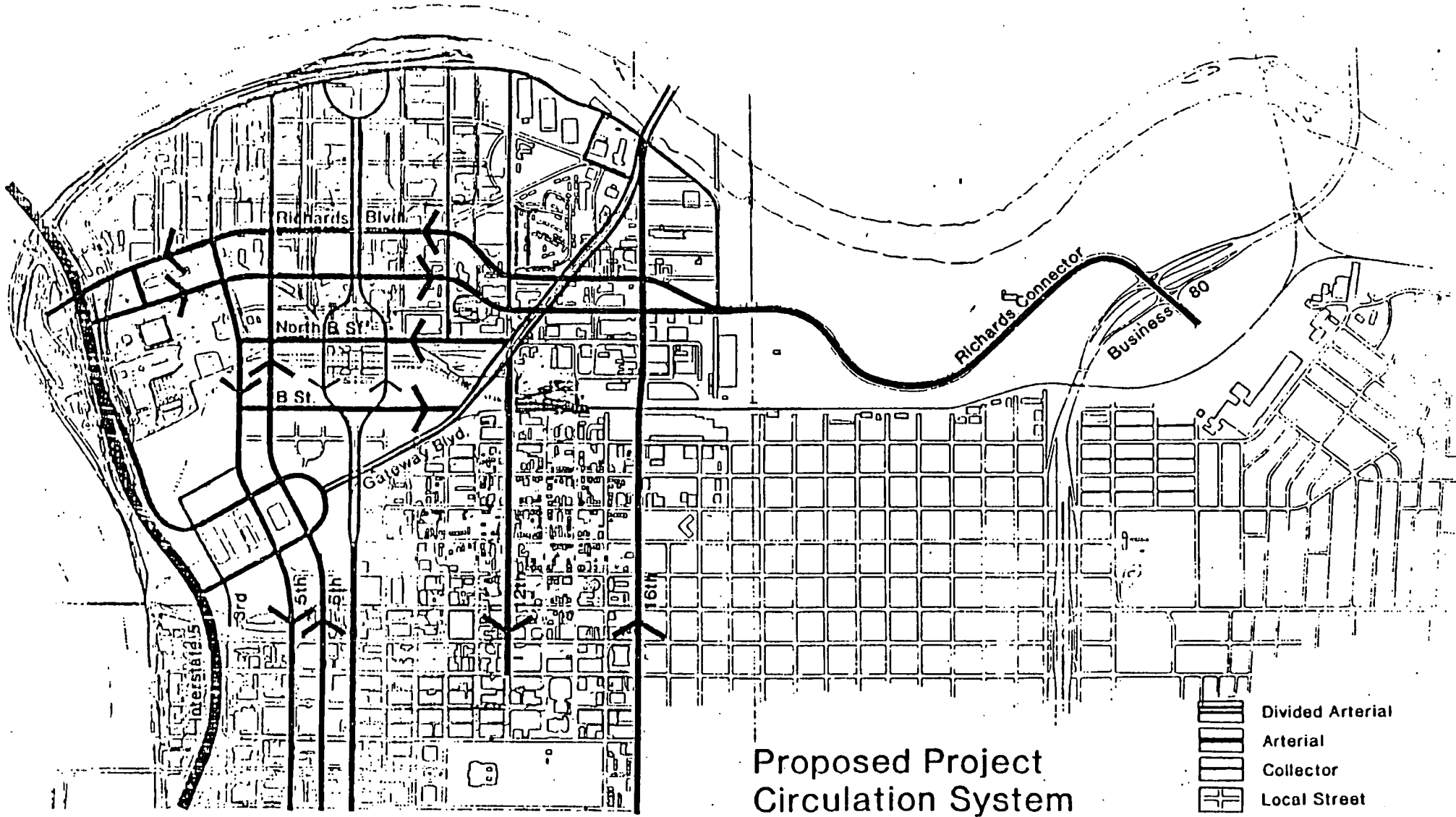
Source: City of Sacramento Planning and Community Development (1987)

ALTERNATIVE ROADWAY ALIGNMENTS
SUTTER'S LANDING PARK/RICHARDS CONNECTOR EIR
 City of Sacramento



Exhibit 47

Exhibit 3



Proposed Project
Circulation System

RICHARDS BOULEVARD REDEVELOPMENT PLAN

Prepared by ROMA Design Group and Associated Consultants

