13

This space for filing stamp only

THE DAILY RECORDER
...Since 1911...

1115 H Street P.O. Box 1048
Sacramento, California 95812
Telephone (916) 444-2355
Fax (916) 444-0636

SAC. CITY CLERK PO#8070060934
915 I St., Rm. 304/ V. HENRY
Sacramento CA 95814

DJC8922247

Proof of Publication

(2015.5 C.C.P.)

State of California)
County of Sacramento) ss

AD 8742

I am a citizen of the United States; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer and publisher of THE DAILY RECORDER, a daily newspaper published in the English language in the City of Sacramento, County of Sacramento, and adjudged a newspaper of general circulation as defined by the laws of the State of California by the Superior Court of the County of Sacramento, State of California, under date of May 2, 1913, Case No. 16,180. That the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

10/13/98

EXECUTED ON : 10/13/98
AT LOS ANGELES, CALIFORNIA

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

.....
Signature

CITY OF SACRAMENTO ORDINANCES

On October 1, 1998, the following ordinance(s) were considered by the Sacramento City Council and will be considered for final adoption at the regular meeting of October 20, 1998. In accordance with Sacramento City Charter Section 32, the titles are herein published:

APPROVING AND ADOPTING THE FOURTH AMENDMENT TO THE REDEVELOPMENT PLAN FOR THE OAK PARK REDEVELOPMENT PROJECT

Anyone interested in the full text of the above ordinance(s) may contact the Office of the City Clerk, City Hall, 915 "I" Street, Room 304, phone (916) 264-5427.

SACRAMENTO CITY COUNCIL
BY: VALERIE A. BURROWES
CITY CLERK
Ad No.: 8742
SAC-DJC8922247/AD 8742
10/13

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SAC-DJC8922247/AD 8742
10/13

9.5

RESPONSE TO COMMENTS

NORTH SACRAMENTO REDEVELOPMENT PLAN

Environmental Impact Report

Sacramento Housing and
Redevelopment Agency

STA inc.

NORTH SACRAMENTO REDEVELOPMENT PLAN

RESPONSE TO COMMENTS

SCH. NO. 91102091

PREPARED FOR:

GAIL ERVIN
ENVIRONMENTAL COORDINATOR
SPECIAL SERVICES DIVISION
SACRAMENTO HOUSING AND REDEVELOPMENT AGENCY
630 I STREET
SACRAMENTO, CALIFORNIA 95814

PREPARED BY:

STA PLANNING, INC.
250 MONTGOMERY STREET, SUITE 1000
SAN FRANCISCO, CALIFORNIA 94104
(415) 296-7760

MAY 28, 1992

TABLE OF CONTENTS

INTRODUCTION

These responses to comments, in combination with the Draft EIR, constitute the Final EIR for the North Sacramento Redevelopment Plan.

The Lead Agency for the project, the Sacramento Housing and Redevelopment Agency (SHRA), is required under the California Environmental Quality Act (CEQA) Guidelines, Section 15088(a) to ". . .evaluate comments on environmental issues received from persons who reviewed the draft EIR and . . . prepare a written response." This document responds to all comments, written and oral, received by the SHRA on the Draft Environmental Impact Report (EIR) analyzing the North Sacramento Redevelopment Plan. It is not within the scope of this document to respond to comments on issues other than environmental.

NOTICE OF COMPLETION

A Notice of Completion was filed on February 25, 1992 with the State Office of Planning and Research as required by the CEQA Guidelines. Filing of the Notice commenced the 45-day public review period which ended on April 10, 1992.

PUBLIC REVIEW PERIOD

The Draft EIR was distributed to various public agencies, responsible agencies, citizen groups, and interested individuals. It was mailed directly to all Responsible and Trustee Agencies. The SHRA employed several methods to solicit public input on the Draft EIR. These methods included the distribution of a Notice of Preparation prior to beginning the Draft EIR; distribution of the Draft EIR to public libraries in the project area, specifically the Library of Science and Technology at California State University, Sacramento and the Sacramento Public Library at Downtown Plaza; and public hearings held before the Sacramento Housing and Redevelopment Commission on March 18, 1992, and the North Sacramento Project Area Committee on April 6, 1992.

ORGANIZATION AND FORMAT OF THE RESPONSE TO COMMENTS

Comments and responses have been labelled with the commentor's acronym and a number. Indices before the written and oral comments sections identify commentors and their corresponding acronyms. For written comments, the commentor's letter appears on the lefthand page with the responses appearing on the facing righthand page. According to CEQA, responses must describe "the disposition of significant environmental issues raised." [CEQA Guidelines Section 15088(b)]. Oral comments received at the March 18th and April 6th hearings are summarized in the Responses to Oral Comments section. A transcript of complete comments may be found in Appendix H.

WRITTEN COMMENTS INDEX

NORTH SACRAMENTO REDEVELOPMENT PLAN DRAFT EIR

DATE	COMMENTOR	STATUS	ACRONYM
4/2/92	Department of Public Works Water Division City of Sacramento Gary E. Gosse, Senior Engineer	Public	DPW
4/7/92	Environmental Management Department County of Sacramento Debbie Lazarus, Senior Environmental Health Specialist	Public	EMD
4/8/92	Sacramento Area Council of Governments Michael Hoffacker, Executive Director	Public	SACOG
4/9/92	McDonough, Holland & Allen Attorneys for North Sacramento Chamber of Commerce/Robert Slobe Edward J. Quinn	Private	EQ
4/9/92	Legal Services of Northern California Representing Low-Income Clients Residing in the North Sacramento Redevelopment Area Imm O. Ong, Staff Attorney	Private	LSNC
4/9/92	Brinley & Schott Attorneys for Sacramento County Superintendent of Schools, the Los Rios Community College District, the Grant Joint Union High School District, and the North Sacramento School District Leonard D. Brinley	Public	LDB
4/9/92	Sacramento Municipal Utility District Ira Saletan, Environmental Specialist	Public	SMUD

WRITTEN COMMENTS INDEX (Cont.)

NORTH SACRAMENTO REDEVELOPMENT PLAN DRAFT EIR

DATE	COMMENTOR	STATUS	ACRONYM
4/10/92	Sacramento Regional Transit District Luther Freeman, Director of Planning and Marketing	Public	RT
4/13/92	Division of Flood Control and Sewers Department of Utilities City of Sacramento Jee Tsoi, Senior Engineer	Public	FCS

RESPONSES TO WRITTEN COMMENTS

DEPARTMENT OF
PLANNING AND DEVELOPMENT

CITY OF SACRAMENTO
CALIFORNIA

1231 I STREET
SACRAMENTO, CA

ADMINISTRATION
ROOM 300
95814-2987
916-449-5571

ECONOMIC DEVELOPMENT
ROOM 300
95814-2987
916-449-1225

NUISANCE ABATEMENT
ROOM 301
95814-3982
916-449-5948

April 7, 1992

Gail M. Ervin, Environmental Coordinator
Sacramento Housing and Redevelopment Agency
630 "I" Street
Sacramento, CA 95814

Subject: **Draft Environmental Impact report for the North Sacramento Redevelopment Plan**

Dear Ms. Ervin,

The City of Sacramento appreciates this opportunity to comment on the above referenced document. Attached are comments from the City's Water Division.

Please call me at 264-7037 if you have any questions.

Sincerely,

Joseph Broadhead

Joseph Broadhead
Associate Planner

Attachment

DEPARTMENT OF
PUBLIC WORKS

WATER DIVISION

CITY OF SACRAMENTO
CALIFORNIA

1391 - 35TH AVENUE
SACRAMENTO, CA
95822-2911

916-449-5271
FAX 916-449-8555

April 2, 1992

MEMORANDUM

TO: Joe Broadhead, Associate Planner

FROM: Gary E. Gosse, Senior Engineer GEG

SUBJECT: **NORTH SACRAMENTO REDEVELOPMENT PLAN ENVIRONMENTAL IMPACT REPORT (EC92-018) - WATER DIVISION COMMENTS**

This is the Water Division's response to the circulating draft environmental impact report (DEIR) dated February 21, 1992 for a proposed project in North Sacramento. I have reviewed the draft environmental impact report on behalf of the Water Division and have the following comments:

1. Substitute the following paragraph for the second paragraph on page 258 which begins, "Water distribution..." with:

> "The Water Division of the Utilities Department has identified that the existing level of water distribution in relation to fire protection for the project area is presently substandard and is incapable of supporting the level of development associated with the proposed plan. Th exisiting two-inch and four-inch water mains and the exisiting wharf fire hydrants located throughout the project area are considered substandard and will require replacement. As part of the proposed plan all substandard water mains and fire hydrants will be upgraded to meet the current standards. Through implementation of the plan itself these potential impacts to water distribution in the project area will be reduced to a less than significant level. DPW-1

RESPONSES TO WRITTEN COMMENTS

CITY OF SACRAMENTO DEPARTMENT OF PUBLIC WORKS (DPW)

DPW-1 Response

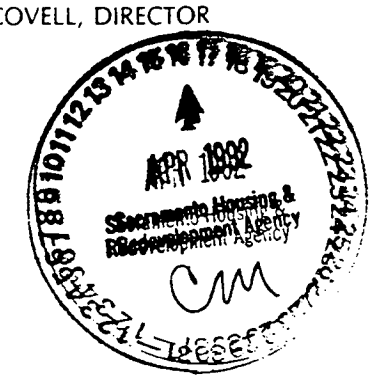
The suggested paragraph has already been included in the water services impacts discussion on page 266 of the Draft EIR. However, wording of the first sentence has been modified. This change has been incorporated into the Final EIR. Please refer to the DPW-1 Response in the Errata.

COUNTY OF SACRAMENTO

ENVIRONMENTAL MANAGEMENT DEPARTMENT

NORMAN D. COVELL, DIRECTOR

ENVIRONMENTAL HEALTH DIVISION
Kenneth C. Stuart, Chief



April 7, 1992

Ms. Gail Ervin, Environmental Coordinator
630 I Street, 2nd Floor
Sacramento, CA 95814

SUBJECT: DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE NORTH SACRAMENTO REDEVELOPMENT PLAN (SCH #91102091)

Dear Ms. Ervin:

The Sacramento County Environmental Management Department has reviewed the subject document and has the following comments:

Sacramento Metropolitan Air Quality Management District - Contact Mike Tunnel, 386-7004.

The Traffic and Circulation section of the DEIR (pp. 134 & 137) assumes that the capacity for motor vehicle movement at the Arden/Del Paso Boulevard intersection is decreased by the signal pre-emption for Light Rail (LRT) trains. The diminished capacity of this intersection, combined with increased traffic generated by the project and regionally, will create potentially significant and unavoidable impacts (LOSF). Several mitigation measure be included in the Final EIR which investigates the possibility of reducing this intersection's diminished capacity through better coordination with nearby traffic signals. In other words, the delays associated with signal pre-emption at the Arden/Del Paso Boulevard intersection may be reduced if these delays can be distributed to other intersections in the general vicinity. The District acknowledges that this redistribution would not reduce the overall impact of signal pre-emption within the project area, but it would reduce some of the impacts associated with the Arden/Del Paso Boulevard intersection. EM-1

The DEIR also states, "In the vicinity of light rail stations, provision of parking in excess of the minimum requirements, should be carefully evaluated to be consistent with transit use" (p. 136). Because of the Redevelopment Area's close proximity to the Light Rail line (Special Planning Area #1 is within a ¼ mile radius of LRT stations, generally), preferential high-occupancy parking and parking reduction measures should be considered in order to discourage single-occupancy auto use and encourage transit ridership. In addition, the DEIR suggests that potential parking garage sites are to be located along Del Paso Boulevard, which is within a ¼ mile walking radius of the LRT stations. The District believes that this policy needs to be carefully examined in order to prevent inappropriate use of land near LRT stations. In other words, if these lots are to serve dual uses, i.e., local use as well as LRT park-n-ride lots, then this policy may be appropriate (this issue should be discussed with the Regional Transit District). However, if these parking lots serve only a local function, then they may diminish the opportunity to provide higher intensity land uses near existing LRT stations, and thus may not enhance utilization of the LRT system. EM-2

COUNTY OF SACRAMENTO ENVIRONMENTAL MANAGEMENT DEPARTMENT (EMD)

EMD-1 Response

Language has been added to the Draft EIR for inclusion in the Final EIR to address the delays associated with poor coordination of traffic signals near the Arden/Del Paso Boulevard intersection. Please refer to the EMD-1 Response in the Errata.

EMD-2 Response

A mitigation measure addressing the concerns regarding land use near light rail stations has been added to the Final EIR. Please refer to the EMD-2 Response in the Errata.

Mitigation measure #9, listed on pages 159-160, suggests that new development should be encouraged to incorporate the transportation control measures (TCMs) outlined in the 1991 Sacramento AQAP. In addition to the TCMs, the 1991 AQAP contains Indirect Source Control Measures (attached), as well as other control measures which may be applicable. In general, the development of this area should include any applicable control measures which are contained in Sacramento's 1991 AQAP. EMD-3

Hazardous Materials Division - Contact Rick Leibold, 386-6174

1. This document does not appear to address the contamination and ongoing clean-up of a number of sites located in or around the redevelopment area and how they might impact this plan.

2. There isn't even a list of the sites in the DEIR or appendices. EMD-4

Because these items have not been adequately addressed, this Division has concerns about the viability of the project. This opinion is based on historical problems that have been encountered at other redevelopment areas where contaminated sites were involved.

If you have specific questions, please contact the person whose name follows the Division title. I can be reached at 386-6125.

Sincerely,

Debbie Lazarus
Senior Environmental Health Specialist

DL:ft
040792

618-DL-454.92

EMD-3 Response

The requested changes have been incorporated into the Final EIR. Please refer to the EMD-3 Response in the Errata.

EMD-4 Response

A discussion of hazardous materials sites as they relate to groundwater contamination is provided in the Hydrology section of the EIR. Impacts associated with this subject are identified on page 213 of the Draft EIR, with mitigation provided. Maps indicating the location of leaking tanks are included in Appendix G of the Draft EIR.

The sites identified in Appendix G were identified by the Agency through the following sources: Toxisite Clean-Up Program Site Specific Report, August 4, 1991; U.S. Environmental Protection Agency Superfund Program Cerclis List, March, 1990; and the Governors Office of Planning and Research Hazardous Waste and Substance Site List, March 1990.

Additional language and a mitigation measure have been incorporated into the Final EIR to address concerns regarding hazardous materials in the project area. Please refer to the EMD-4 Response in the Errata.

INDIRECT SOURCE CONTROL MEASURES
NEAR-TERM (1991 - 1993)

- Environmental Review
- Land Use Entitlement Permit
- Indirect Source Regulation
- Development Guidance
- Air Quality Element
- Preferential Permit Process
- Pedestrian Access
- Pedestrian Amenities
- Pedestrian/Transit Malls
- Bicycle Amenities
- Bikeway Master Plan
- Exclusive Bus Lanes
- Preferential Bus Access
- Bus Amenities
- Light Rail Facilities Support
- Parking Space Limitation
- Suburban and Fringe Area Park and Ride Lots
- Freight Consolidation Centers
- On-Site Amenities
- Ancillary Services

PHONE: (916) 457-2264

FAX: (916) 457-3299

Sacramento Area Council of Governments
3000 "S" Street, Suite 300, Sacramento, California 95816

April 8, 1992

Ms. Gail Ervin
Environmental Coordinator
Sacramento Housing and Redevelopment Agency
630 I Street, Second Floor
Sacramento, CA 95814

Dear Ms. Ervin:

The Sacramento Area Council of Governments (SACOG) appreciates the opportunity to review the Draft Environmental Impact Report (DEIR) for the North Sacramento Redevelopment Plan. SACOG staff has the following comments.

The proposed redevelopment plan includes the construction of two transportation projects of regional significance--the Arden-Garden connector and the extension of Exposition Boulevard to State Route 160. Both projects are included in SACOG's 1992 Regional Transportation Plan (February 1992), for which an EIR was prepared and certified by the SACOG Board of Directors. The EIR identified potential impacts which may occur as a result of construction of transportation facilities included in the plan, and recommended several mitigation measures by which to avoid or reduce those impacts. A list of potential impacts and recommended mitigation measures are provided on the enclosed checklist, "Potential Project Impacts and Mitigation Measures as Identified in the 1992 Regional Transportation Plan EIR." SACOG-1

As part of SACOG's approved Mitigation Monitoring Report for the 1992 Regional Transportation Plan, SACOG staff has compared potential impacts and proposed mitigation measures in the North Sacramento Redevelopment Plan DEIR to the impacts and measures listed on the enclosed checklist. Many of potential impacts and mitigation measures on the checklist have either been addressed or are not applicable to the construction of the proposed transportation projects in the redevelopment plan. There are some recommended mitigation measures on the checklist, however, which SACOG staff recommends to SHRA for inclusion in the Final EIR for the North Sacramento Redevelopment Plan. The checklist indicates with a check mark those mitigation measures that SACOG staff recommends for incorporation as part of the Final EIR to mitigate the potential impacts of transportation facility construction. Where recommended mitigation measures are found to be infeasible, SACOG staff requests that a brief rationale be provided in the Final EIR. SACOG-2

SACRAMENTO AREA COUNCIL OF GOVERNMENTS (SACOG)

SACOG-1 Response

The comment is noted and forwarded to the appropriate decisionmakers.

SACOG-2 Response

Some of the recommended mitigation has been incorporated into the Final EIR. Please refer to the SACOG-2 Response in the Errata section. Suggested mitigation pertaining to aesthetics and views, and hazardous materials transport has not been included as the EIR considers development only at a plan level. Aesthetic and hazardous materials recommendations are more appropriate at a project-specific level.

Thank you for allowing SACOG staff the opportunity to review the Draft EIR for the proposed redevelopment area. Should you have any questions or need clarification, please call Ken Hough of my staff at (916) 457-2264.

Sincerely,

MICHAEL HOFFACKER
Executive Director

MH:TS:bb

Enclosures

cc: Ken Hough, SACOG Planning Manager

POTENTIAL PROJECT IMPACTS AND MITIGATION MEASURES AS IDENTIFIED IN THE 1992 REGIONAL TRANSPORTATION PLAN EIR

POPULATION AND HOUSING

___ 1. Impact: Displacement or Relocation of Residences and Businesses

Mitigation:

___ a. Project-specific environmental reviews should include alternative alignments that reduce or avoid impacts to nearby residents and businesses.

___ b. Where project-specific reviews identify displacement or relocation impacts that are unavoidable, state and federal relocation programs should be used to assist eligible persons to relocate. In addition, construction schedules should be prepared to allow adequate time for affected commercial and industrial businesses to find and relocate to adequate substitute sites.

X 2. Impact: Disruption of Neighborhood Character

Mitigation:

X a. Individual projects should be designed to minimize long-term community disruption by maintaining access between residential and community services. (Potential disruption impact identified in the North Sacramento Redevelopment Plan DEIR, page 41.)

LAND USE

___ 3. Impact: Impacts to Sensitive Land Uses

Mitigation:

___ a. Policies regarding facility development should take into consideration potential impacts to schools, parks, and recreation areas. Mitigation measures could include creating a landscape corridor when passing through a park, providing landscaped buffer zones when adjacent to schools, or potentially re-routing planned improvements when approaching a sensitive land use.

AIR QUALITY

___ 4. Impact: Fugitive Dust Emissions From Construction

Mitigation:

___ a. Comply with State of California Health and Safety Code requirements to minimize dust generation.

___ b. Contractors shall water exposed surfaces during clearing, grading, earth-moving, and other site preparation activities in the late morning and end of the workday. Frequency of watering will increase if wind speeds exceed 15 mph.

___ c. Prohibit the outdoor storage of fine particulate matter on construction sites.

___ d. Contractors shall cover any stockpiles of soil, sand, and similar material.

___ e. Construction equipment shall be shut off to reduce idling when not in use.

___ f. Construction equipment shall utilize low sulfur fuels.

___ g. Contractors shall discontinue operations during second stage smog alerts.

___ h. Require construction-related trucks to be covered and installed with liners on truck beds.

___ i. Require trucks to maintain freeboard (i.e. the distance between the top of the load and the top of the truck bed sides).

___ j. Require the installation of truck wheel washers before the roadway entrance at construction sites.

___ k. When applicable, require the developer of a construction site to clean the access road and public roadway of soil.

___ l. Require the access road(s) onto the construction site to be paved.

___ m. Require paving, curbing, or vegetative stabilization of the unpaved areas adjacent to roadways on which vehicles would potentially drive.

NOISE

___ 5. Impact: Temporary Construction Noise

Mitigation:

___ a. Where residences exist near construction sites, temporary walls and noise barriers should be erected to block and deflect noise.

___ b. Whenever feasible, facilities that require pile-driving should utilize pile-drilling techniques instead. This method should be required for sites near sensitive receptors.

___ c. Where construction sites lie adjacent to residential uses, portable noise curtains or panels should be utilized to contain noise from powered tools such as impact wrenches.

___ d. During construction, contractors should muffle and shield intakes and exhaust, shroud and shield impact tools, and use electric-powered rather than diesel-powered equipment, whenever feasible.

___ 6. Impact: Long-Term Traffic Noise in Downtown Sacramento

Mitigation:

___ a. Construction of each facility should comply with adopted programs and regulations of federal, state, and local agencies for facility type designation and configuration.

___ b. Soundwalls should be constructed adjacent to new or improved roadways where the distance to the 65 dB noise contour would be widened above 1,000 feet from the roadway centerline. In addition, project specific environmental analyses should recommend that soundwalls be constructed along roadways where noise contours would result in significant impacts and where sensitive receptors (e.g. residential uses, hospitals, schools) currently exist or are planned.

___ c. Where feasible, soundwalls should be supplemented by berms and/or foliage for aesthetic purposes. Determination of feasibility, heights, lengths, and funding should be assessed on a case-by-case basis pursuant to the regulations of the appropriate agency (e.g. Caltrans).

___ d. Transportation facility alignments should be adjusted to allow greater distances from noise-sensitive areas and uses. Other mitigation measures would include the depression of facility alignments and avoidance of elevated facilities, especially rail transit lines, wherever possible.

WATER RESOURCES

___ 7. Impact: Degradation of Existing Vernal Pools

Mitigation:

___ a. Whenever possible, re-route facilities around existing vernal pools to ensure no net loss of vernal pool acreage, values, or functions. When this is not feasible, require off-site mitigation at areas approved as "mitigation banks". As a last resort, require in-kind compensation for the type and functional value of such pools. Any mitigation of eliminated vernal pools shall, at a minimum, replace lost acreage on a one-to-one basis.

___ 8. Impact: Degradation of Natural Riparian or Marsh Areas

Mitigation

___ a. Roads and structures should be designed, built, and landscaped so as to minimize erosion during and after construction. Prior to construction of any facility, the contractor should submit a water pollution control plan in accordance with Caltrans and Department of Fish and Game regulations. This plan should include temporary erosion control measures to minimize sedimentation and turbidity.

___ b. Roads and structures should be designed to minimize grading on slopes above 20 percent.

___ c. Whenever cut activities are required for a new or expanded facility, serrated slopes should be used for planting of erosion control vegetation.

___ d. Utilize best management practices for citing, construction and operation of transportation improvements, including controls to limit toxic chemicals from entering receiving waters.

___ e. Hazardous materials which may contaminate surface waters be stored outside the 100-year floodplain.

___ 9. Impact: Reduction in Groundwater Recharge Capability

Mitigation:

___ a. Whenever possible, pavements and surfaces should utilize porous materials that facilitate soaking as a means of reducing runoff.

___ b. Outdoor common area improvements at light-rail transit stops should intersperse concrete with permeable surfaces to reduce runoff.

___ c. Whenever possible, stormwater drainage of roadways should be oriented towards detention basins, ponds, grass median strips to mitigate runoff flows and facilitate natural percolation back to aquifers.

___ d. Whenever possible, grassy swales should be installed along roadways in place of curbs and gutters.

___ 10. Impact: Location of Facilities in Flood-Prone Areas or Areas That Experienced Drainage Problems During the 1986 Flood

Mitigation:

___ a. The bottom of overpass structures should be elevated at least one foot above the 100-year flood zone at all stream and drainage channel crossings.

___ b. In areas with high groundwater tables, foundations should be upgraded by installing subdrainage systems under the foundations of at-grade roadway facilities. These drains should discharge into sumps that dewater the foundations when water tables rise.

BIOLOGICAL RESOURCES

___ 11. Impacts: Potential Degradation of Sensitive Habitats and Potential Adverse Impacts to Endangered and Threatened Species

Mitigation:

___ a. Carry out all necessary surveys prior to completion of the permit process for specific projects to determine the actual project-specific biological and ecological impacts and appropriate mitigation measures, as approved by applicable agencies (e.g. ACE, EPA, CDFG, FWS, and/or NMFS).

___ b. Require surveys as part of the planning process for all species that are candidate, proposed or listed under the federal and state Endangered Species Acts, and require adequate mitigation for any development that would have an adverse impact on listed/candidate species.

___ c. Encourage enhancement of listed species habitats through conservation and open space plans to protect species whose numbers are becoming so low they soon will be listed.

___ d. Encourage policies for the selection of facility alignments and expansion which protect biological resources and agricultural areas.

___ e. Develop comprehensive programs/plans of wetlands avoidance, create preserve areas, maintain/protect unique natural areas, and enhance wetlands designed to achieve a cumulative "no net loss" of values. (These programs should be based on adopted growth forecasts and the development and implementation of growth management.)

___ f. Limit and control development of wildlife habitat areas (e.g., zoning for open space/greenbelts, scenic easements, etc.) which may lead to significant biological impacts.

___ g. Avoid or reduce excavation, dredging, filling, and disposal activities affecting significant habitats (especially riverine, riparian, and wetlands habitats).

___ h. Promote naturalized flood control channels such as those promoted under the California Department of Water Resources Urban Creeks Program.

___ i. Support local, subregional, and regional mitigation banks that create or restore degraded riparian or wetland habitats.

___ j. Develop mechanisms to purchase, dedicate, or otherwise preserve biological and agricultural resources.

___ k. Establish buffers/corridors to form transition areas for wildlife and to avoid fragmentation of remaining habitats, including wildlife corridors around and, where necessary, under transportation facilities.

___ l. Protect heritage oaks/landmark trees and other significant vegetation from destruction.

___ m. Use native vegetation for revegetation in impacted terrestrial/wetlands habitats.

___ n. Schedule construction activities to reduce disturbances to wildlife (e.g., to avoid the breeding season of protected bird species).

___ o. Support statewide scenic highway plans and routes.

___ p. Support state and/or federal legislation dealing with scenic easements so that land can be maintained for scenic values.

___ 12. Impact: Potential Adverse Exposures to Biota and Habitats from Siltation, Erosion, and Releases or Resuspensions of Contaminated Sediments

Mitigation:

___ a. Require specific erosion and sediment control plans for all construction activities, such as restricting grading, developing sediment traps, establishing a setback buffer, and replanting disturbed areas promptly.

___ b. Preserve natural landforms to the extent possible near wetlands, such as stepped footings and retaining walls.

___ c. Limit construction activities in channels to the summer, low-flow period.

___ d. Coordinate with neighboring counties and applicable agencies (e.g., Resource Conservation District, Soil Conservation Service, etc.) in implementing programs to reduce soil erosion by wind and water.

___ e. Limit access to wetland preserve areas compatible with the natural communities.

___ 13. Impact: Potential Loss of Agricultural Land and Impacts to a Variety of Agricultural Crops

Mitigation:

___ a. Encourage policies for the selection of facility alignments and expansion which protect biological resources and agricultural areas.

___ b. Develop mechanisms to purchase, dedicate, or otherwise preserve biological and agricultural resources.

CULTURAL AND HISTORIC RESOURCES

___ 14. Impact: Possible Damage Destruction, or Removal of Unrecorded Cultural Resources

Mitigation:

___ a. Map areas of prime cultural resource significance.

___ b. Consult with the appropriate archeological or historical information center clearinghouses to identify known cultural resources and potential cultural resources that could be found on land proposed for development.

___ c. Conduct an archeological field survey if a development area is identified as "sensitive." If the field survey and analysis identify significant cultural resources, apply appropriate mitigation measures as identified by State Historic Preservation Office (SHPO) and Appendix K of CEQA.

___ d. Coordinate and develop appropriate policies and mitigation measures with SHPO, Native American Heritage Commission, and other appropriate Native American agencies, Native American groups when Native American burial sites are encountered.

___ e. Retain certified archaeologists/paleontologists prior to construction to establish procedures for archaeologic/paleontologic surveillance and preconstruction salvage of exposed resources.

___ f. During the grading phase of construction, closely monitor areas indicated as being highly sensitive for potential cultural resources.

___ g. Collect, house, and curate discovered artifacts which are to be donated to appropriate institution. Proper curation of artifacts is an important element in mitigating adverse impacts.

___ 15. Impact: Possible Damage, Destruction, or Removal of Known Significant Cultural Resources

Mitigation:

___ a. Avoid disturbing the resource by realigning or redesigning part or all of project.

___ b. Cap off the specific site.

___ c. Excavate and salvage partially or completely the cultural resources.

___ d. Preserve architectural or historic structures to maintain exterior design elements by applying preservation guidelines from the National Register of Historic Places.

___ e. Relocate or record historic structures (only under certain circumstances and in compliance with applicable state and federal historic laws).

___ f. Retain a certified archeologist to monitor construction activities.

___ g. Design interpretive facilities or other improvements on public lands with known archaeologic or historic sites and provide security against vandalism.

___ h. Enforce relevant laws and aggressively prosecute individuals who vandalize known historic or archaeologic sites or who willfully excavate without prior authorization.

___ 17. Impact: Possible Adverse Impacts to Section 4(f) Lands

Mitigation:

___ a. Caltrans, or the appropriate local jurisdiction, should require project sponsors to prepare Section 4(f) Statements and consider/include the applicable mitigation measures identified above for cultural resources (both known and unrecorded). These documents with the appropriate mitigation measures would be specified in project-level environmental documents.

AESTHETICS AND VIEWS

X 17. Impact: Disruptions to Important View or Adjacent Landforms, Introduction of New Visual Elements in an Existing and Established Landscape and Impacts on Designated or Eligible Scenic Highways. (Potential impact of new transportation facilities identified in SACOG's Draft EIR for the 1992 Regional Transportation Plan, page 237.)

Mitigation:

X a. Enhance existing environmental design resources or minimizing displacement of these resources;

X b. Minimize negative proximity effects, such as incompatibilities of physical scale;

X c. Minimize negative barrier effects, such as impairment of views or disruption of design continuity.

___ d. Capitalize on opportunities to spatially unify an area.

X e. Recontour adjacent landforms where affected by corridor improvements to provide a smooth and gradual transition between modified land forms and existing grade and to avoid the appearance of manufactured grading.

X f. Recontour cut and fill slopes where feasible to vary the contour to create a more natural appearance.

X g. Use berms and landscaping to screen views of the facility.

X h. Select landscaping materials that recognize the opportunities for enhancing slope land form variation, erosion control, and fire retardation, including natural vegetation in appropriate locations and densities to fit into the natural setting.

___ i. Consider split-level roadways to conform to terrain, and bridges, structures, or tunnels where appropriate.

X j. Consider special structural design provisions (bridge type selection) to develop architectural design theme for each corridor.

___ k. Coordinate between implementing agencies (Caltrans, cities, counties) and local jurisdictions to apply design review procedures as appropriate and necessary to minimize adverse effects of new construction.

___ l. In addition to the measures cited above, planned corridors in largely undisturbed viewsheds should be considered for State or County Scenic Highway designation in advance of construction. Potentially eligible new corridors in the RTP include the following:

** Route 70 (Marysville Bypass),
** Route 70 (from the Marysville Bypass to Butte County Line),
** Route 65 (Lincoln Bypass),

A Scenic Highway designation would help ensure that the facilities' alignment, design, and structures, as well as surrounding new development, would be planned and constructed with a high priority for scenic values.

UTILITIES AND SERVICES

___ 18. Impact: Potential Damage to Underground and Overhead Gas, Electric, Telephone, Water and Sewer Lines Resulting from Facility Construction

Mitigation:

___ a. In order to avoid damage to underground utilities due to transportation facility construction, implementing agencies should procure gas, electric, telephone, water, and sewerage diagrams and develop construction plans that avoid utilities.

X 19. Impact: Increased Water Needs Resulting From Transportation Facility Construction/Maintenance

Mitigation:

X a. To the maximum extent possible, non-potable water should be used for mixing construction materials, washing down surfaces, and wetting down dirt-covered surfaces. (Potential impact identified in SACOG's Draft EIR for the 1992 Regional Transportation Plan, page 248.)

X 20. Impact: Increased Solid Waste Generation Resulting From Transportation Facility Construction

Mitigation:

X a. Solid-waste generation resulting from transportation facility construction should be reduced by recycling materials to the extent possible. (Potential impact identified in SACOG's Draft EIR for the 1992 Regional Transportation Plan, page 248.)

ENERGY CONSUMPTION AND DEPENDENCE

___ 21. Impact: Estimated Increase in On-road and Construction/Maintenance Fuel Consumption

Mitigation:

___ a. State and federal agencies should increase fuel efficiency standards of automobiles and trucks to minimize energy consumption.

___ b. Local jurisdictions should develop and implement trip reduction ordinances or regulations to reduce vehicle trips, vehicle miles traveled, and congestion, which in turn would reduce energy consumption.

___ c. Transportation energy requirements should be minimized through the planning, programming, and implementation of transportation services, facilities, and land-use configurations that conserve energy.

HAZARDOUS MATERIALS TRANSPORT

_X_ 22. Impact: Increase in Accidents, Possibly Involving Vehicles Used to Transport Hazardous Materials

Mitigation:

_X_ a. To minimize the risk associated with the transportation of hazardous materials, the County Hazardous Waste Management Plans and local General Plan circulation elements should jointly define acceptable routes and criteria for the transportation of hazardous materials in order to minimize the potential for accident or exposure. (Potential impact identified in SACOG's DEIR for the 1992 Regional Transportation Plan, page 262.)

___ b. Local jurisdictions and Caltrans should design transportation facilities to include a means by which to contain hazardous spills as close to the area of the spill as possible. A series of roadway detention basins is a potential means by which to accomplish this task.

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MARTIN McDONOUGH
(1915 - 1987)

April 9, 1992

TELECOPIED AND HAND-DELIVERED

Redevelopment Agency of the
City of Sacramento
630 "I" Street
Sacramento, CA 95814

Attention: Gail Ervin

Re: Comments on Draft EIR for the Redevelopment Plan for the North Sacramento Redevelopment Project Area

Agency Members:

The North Sacramento Chamber of Commerce and its President, Robert Slobe, have asked us to review and comment on the Draft EIR for the North Sacramento Redevelopment Project. We offer the following comments on behalf of the Chamber and Mr. Slobe:

1. Based on informal consultation with our clients, we believe that the number of dwelling units to be developed within the Project Area will likely exceed the number (526) which is indicated on Tables A, D and F of the Draft EIR. Please have your consultants check these tables for accuracy. EQ-1

2. We are concerned that the figures for employee densities per acre, as shown in Table N of the Draft EIR may be incorrect? Page 31 of the North Sacramento Community Plan does not appear to be consistent with the numbers in Table N. For instance, Table N shows 30 to 40 employees per acre for Industrial use, while the factor used in the Community Plan for the same use is 7.5 to 15 employees per acre. Is the category "Industrial" on Table N in fact the Community Plan designation for "Labor Intensive Office, EQ-2

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McDONOUGH, HOLLAND & ALLEN, EDWARD J. QUINN (EQ)

EQ-1 Response

STA determined the anticipated net increase in dwelling units under implementation of the Preferred Plan by surveying vacant residential land parcels in the project area from an aerial photograph and making the assumption that these parcels would be developed at the highest density allowed by current zoning. These calculations projected an increase of 526 dwelling units under the Preferred Plan. The Increased Intensity Alternative, which is the subject of expanded study for the Final EIR, provides for an additional 200 multi-family units, or a net increase of 726 housing units in the Project Area. The Increased Intensity Alternative analysis is included as Appendix A to the Response to Comments.

EQ-2 Response

To reflect a worst-case analysis, Table N assumes that new office and industrial development will occur on land zoned "Labor Intensive Office, Commercial, Industrial." The employee generation rates reflect this assumption. Thus, the stated figure of 30 to 40 employees per acre for Industrial development is consistent with figures given in the North Sacramento Community Plan. However, the figures given for office development should also be 30 to 40, rather than the 15 employees per acre currently stated in Table N. Please refer to the EQ-2 Response in the Errata for the revised version of Table N and additional changes to the text.

The increased number of total jobs resulting from this change will contribute to the jobs/ housing imbalance identified in the Housing section of the EIR (page 110). This contribution does not change any conclusions of the EIR in its finding the jobs/housing imbalance a partially mitigated significant and unavoidable impact.

Commercial, Industrial?" Further, the employment densities shown on page 31 of the Community Plan appear to be all for an Industrial land use classification. Should Table N also be labeled Employee Generation Rates for Industrial Land Use Classifications? EQ-2 (Cont.)

3. The Draft EIR states on page 51 that the Land Use Map for the North Sacramento Community Plan is in error where it designates a future park at SR 160 and Del Paso Boulevard. Although this is not solely an EIR comment, since it is obvious in the text of the North Sacramento Community Plan that this area is not for a park, parkway or open space use, we believe that the maps in the Community Plan and the Redevelopment Plan should be corrected. EQ-3

4. The Draft EIR states on page 73 that implementation of land uses assumed under the Project may result in conflicts with certain "identified actions." One of those actions (set forth under Item 4-"Parks and Open Space") states the City's desire to preserve certain important natural open spaces and wildlife habitats, including the area south of Woodlake Park along the creek. This appears to conflict with a note on page 15 of the Community Plan in which the area south of Woodlake Park is identified with an "I" which, according to the legend on page 16 of the Community Plan, means that this area is vacant land in an urban setting that should be more efficiently used. There is also a footnote to this "I" designation stating that these areas also have potential for increases in density. EQ-4

5. One of the redevelopment projects is park acquisition and construction in the northern portion of the Project Area. Is this consistent with the Community Plan and General Plan? Is it a site already designated on the Community Plan for a park? The Redevelopment Plan allows public uses in any area, no matter what the designation. Do the Community Plan and General Plan also allow this land use flexibility? EQ-5

6. There are four land areas shown on the Redevelopment Plan Land Use Map that appear to have land use designations that are inconsistent with the North Sacramento Community Plan. These four areas are: EQ-6

a. Parcels located north of Arden Way, south of Traction and west of Colfax--Designated Industrial on the Community Plan Map, but designated Residential (4-15 DU) on the Redevelopment Land Plan Land Use Map;

EQ-3 Response

The comment is noted and forwarded to the appropriate decisionmakers. It is beyond the scope of this document to change the Land Use Map of the North Sacramento Community Plan.

EQ-4 Response

The first action identified under "Parks and Open Space" on page 73 of the Draft EIR serves as a general policy for natural open space and wildlife habitat preservation. For purposes of this document, it is assumed that "important natural open spaces and wildlife habitats" would be areas in close proximity to the referenced waterways that have undergone a professional biotic assessment, and have not been deemed a wetland nor the habitat of any rare or endangered plant or animal species.

Other items related to Dry Creek, Arcade Creek, the Natomas East Main Drainage Canal, the area south of Woodlake Park, and the American River are referenced in the Public Facilities and Services section of the Community Plan. They are as follows:

B. Issues

4. Parks and Open Space

- Dry Creek, Arcade Creek, the Natomas East Main Drainage Canal, the area south of Woodlake Park, and the American River have natural habitats which have no future development guidelines (page 78).

C. Goals and Objectives

4. Parks and Open Space

Goal:

- Insure that adequate public and private parks and open space are developed to meet user needs and important natural open space is maintained (page 79).

Objectives:

- Recognize the value of Arcade Creek as a natural recreation site and encourage interagency cooperation in projects to clean-

up the Creek and restore its surrounding natural habitat (page 79).

D. Community-Oriented Facility Policies and Actions

4. Parks and Open Space

- Resolve conflicting public policy in order to preserve Arcade Creek as a limited natural resource (page 83).

The designation "I" that has been assigned to the area south of Woodlake Park allows for development to occur in this portion of the Redevelopment Area. However, the relationship between the designated land use strategy and the Community Plan's issues, goals and objectives for open space is left to City interpretation and consideration on a project-specific basis.

EQ-5 Response

Park acquisition and construction in the northern portion of the Project Area are consistent with both the General Plan and the Community Plan because each allows for down-zoning within designated land uses. No specific site for a park is indicated in the Redevelopment Plan; consequently it is not possible to determine which specific portion of the Community Plan to use for comparison. Land development at a higher intensity level is not permitted under either the General Plan or the Community Plan.

EQ-6 Response

The comment is noted and forwarded to the appropriate decisionmakers. The following response has been prepared based on conversations with Agency and City staff as well as additional review of the General Plan, Community Plan and Redevelopment Plan maps. The North Sacramento Redevelopment Plan map, which appears as Exhibit A of the Redevelopment Plan, need only be consistent with the City of Sacramento General Plan. In some instances, the land uses identified on the North Sacramento Community Plan are interpreted by the City to take precedence over land use designations represented in the General Plan because the Community Plan allows for a level of detail that is inappropriate at the General Plan level.

A discussion of specific parcels is provided below.

a. Parcels located north of Arden Way, South of Traction and west of Colfax are designated Residential 4-15 DU in both the Redevelopment Plan and General Plan. The Community Plan indicates that this area is a designated utility site. The use of a portion of the area for utility purposes does not preclude the

presence of residential uses in the immediately surrounding area. Consequently, no inconsistencies exist with regard to this property.

b. The parcel located south of Dixieanne and west of Evergreen appears to be represented in a generally consistent fashion on all three plans. Both the Redevelopment Plan and the General Plan show a Residential density of 4-15 DU. The Community Plan shows a slight variation of Residential at 4-8 DU. Although there is a map inconsistency in density between the Redevelopment Plan and Community Plan, no Land Use goals and policies conflict between the two.

According to Agency staff, the Community Plan map should be consistent with the General Plan map. Any inconsistencies that appear between these two maps is beyond the scope of this EIR, and requires action on the part of the City.

c. The Retail-General Commercial designation at the southwest corner of Eleanor Avenue and Rio Linda Boulevard is consistently depicted on both the Redevelopment Plan and Community Plan maps. According to Agency staff, the City interprets the General Plan designation for this area to be Retail-General Commercial as shown on the Community Plan because the latter allows for a level of detail which is inappropriate at the General Plan level. Any inconsistencies that appear between these two maps is beyond the scope of this EIR, and requires action on the part of the City.

d. The parcel at the southwest corner of Craigmont and Del Paso Boulevard receives a Residential designation on all three maps. However, the City interprets the density at 11-21 DU as depicted on the Community Plan map rather than the 4-15 DU which appears on the General Plan map. Consequently the 4-15 DU for this parcel on the Redevelopment Plan map is inconsistent with the others. According to Agency staff, a resolution will go before the Planning Commission on May 7, 1992 deeming the Redevelopment Plan consistent with the General Plan. Any inconsistencies which appear on the map will be changed accordingly to achieve consistency with the General Plan.

b. A portion of the parcel that is south of Dixieanne and west of Evergreen--Designated Residential (11-21 DU) on the Community Plan Map, but designated Residential (4-15 DU) on the Redevelopment Plan Land Use Map (if the actual units allowed on that parcel would be no more than 15 units and no less than 11, then the text may be consistent as is);

c. The parcel at the southwest corner of Eleanor Avenue and Rio Linda Boulevard--Designated Retail-General Commercial on the Community Plan Map, but designated Residential (4-15 DU) on the Redevelopment Plan Land Use Map;

EQ-6 (Cont.)

d. A parcel located on the southwest corner of Craigmont and Del Paso Boulevard--Appears to be designated Highway Commercial or Residential (11-21 DU) on the Community Plan Map, but designated Residential (4-15 DU) on the Redevelopment Plan Land UseMap. (Again, if the actual units allowed on that parcel would be no more than 15 units and no less than 11, then the text may be consistent as is.)

7. Our clients believe that the Increased Intensity Alternative (page 338 of the Draft EIR) may be desirable from an economic development standpoint and is therefore deserving of additional attention in the Final EIR. While our clients have voiced support for the adoption of the proposed Redevelopment Plan, and while they do not regard the Draft EIR on the proposed Redevelopment Plan to be inadequate, they believe that a more detailed analysis of the impacts of the Increased Intensity Alternative (particularly, the traffic and air quality impacts of such alternative) and the necessary mitigation measures would make the EIR a more informative and more useful document.

EQ-7

If you have any questions or need clarification on any of the above comments, please give me a call.

Very truly yours,

Edward J. Quinn, Jr.

EJB/kh

EQ-7 Response

A quantitative analysis of the Increased Intensity Alternative is included as Appendix __ to the Response to Comments for consideration by decisionmakers. This assessment considers further impacts to noise, air quality, traffic, and selected public services and utilities that may arise. Should adoption and implementation of the Increased Intensity Alternative take place the results of this analysis will be incorporated into the Final EIR for the North Sacramento Redevelopment Plan.

LEGAL SERVICES OF NORTHERN CALIFORNIA, INC.
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(916) 444-6760

April 9, 1992

Ms. Gail Ervin
Environmental Coordinator
Special Services Division
630 I Street
Sacramento, CA 95814

Re: Comments on the North Sacramento Redevelopment Plan Environmental Impact Report

Dear Ms. Ervin:

Legal Services of Northern California, Inc. represents low income clients residing in the North Sacramento Redevelopment Project Area, and this letter is in response to the Environmental Impact Report on the North Sacramento Redevelopment Plan. The following comments address the cumulative impact on affordable housing within the North Sacramento Redevelopment Project Area by the proposed changes in land use, the projected job/housing imbalance and the loss of affordable housing within the project area:

Dwelling Units and Jobs/Housing Balance

The EIR states blithely on page 107 that the elimination of housing units to make way for proposed redevelopment projects is a significant impact which can be mitigated to a level of insignificance through Housing Mitigation Measure 3. Mitigation Measure 3 states "An Agency appraiser shall determine whether it is most cost efficient to remove housing units to allow for new construction in non-residential areas and build a replacement unit in an area designated for residential use, or to relocate the existing structure as a means of infill housing to a new location. This shall be done prior to the issuance of demolition permits." Mitigation Measure 3 presumes that a significant impact can be evaluated solely in terms of cost-efficiency. This evaluation ignores completely the stress and financial cost to a population looking for affordable housing in a market where demand far exceeds supply. Even with relocation assistance, the dislocated family still has to cope with looking for alternative housing probably outside the redevelopment area, far from jobs and the community. "Potential displacement will result in greater demand for housing units in other areas of Sacramento." North Sacramento Redevelopment Plan Eir, page 110. LSNC-1

LEGAL SERVICES OF NORTHERN CALIFORNIA, INC. (LSNC)

LSNC-1 Response

The discussion of housing unit elimination on page 107 of the Draft EIR relates to residential displacement. The needs of dislocated families are addressed in the document on page 112 under CP22 and CP23. These policies are included in the North Sacramento Redevelopment Plan through the Plan's incorporated compliance with established City policies and requirements, and are thus considered part of the project.

The finding "mitigated to a level of insignificance" has been made on the basis that relocation assistance prior to displacement will occur as part of the proposed project. Mitigation Measure 3 has been included in an effort to avoid the unnecessary demolition of housing units. Structure relocation allows an opportunity for individuals and families to remain living in their original home. The analysis acknowledges the personal trauma associated with residential relocation by the fact that it is identified as a significant impact (emphasis added).

The Housing Trust Fund Ordinance identified on page 111 as CP21 is also included in the proposed project. The Ordinance requires housing units to be constructed by employers within seven miles of the employment site. The Agency and City make a clear effort to encourage the development of housing near jobs and the North Sacramento community.

Futhermore, the statement that the above job/housing imbalance may be mitigated to a level of insignificance is contradicted on page 114 of the EIR. Paragraph 2 on page 114 states in part, "This is considered a significant cumulative impact that can be partially mitigated, but will remain significant and unavoidable until successful implementation of goals, policies, programs, and mitigation measures." Since a redevelopment plan takes approximately 30 years to be successfully implemented, this impact on the supply of affordable housing is unacceptable. It is unacceptable for the residents of the project area to wait 30 years before the housing/job imbalance is rectified, if ever. LSNC-2

An acceptable mitigation measure would be to plan and build replacement housing before any housing unit is eliminated. Only such a measure is in accord with goal 5 of the Redevelopment Plan for the North Sacramento Redevelopment Project Area, which is to "increase, improve and preserve the area's housing stock...." LSNC-3

Housing Costs and Rental Rates

The EIR identifies a significant impact on housing costs and rental rates, both of which are expected to rise in the project area. However, this impact is dismissed as unavoidable, and no mitigation measures are discussed. There is only a reference to applicable City Policies. This portion of the EIR is flawed for the following reasons: LSNC-4

1. Sections 33457.1 and 33367(d)(2) and (5) of the Health and Safety Code require that any redevelopment plan that is adopted, has to promote the general welfare of the community in the project area, at least 50% of the population are renters. As demand outstrip supply and housing costs and rental rates rise, the renters will be required to pay more for their housing. A reasonable mitigation measure is to provide replacement housing and/or to increase the housing stock in the area.

2. Sections 33367(e) and 33457.1 of the Health and Safety Code require that an ordinance adopting a redevelopment plan include a statement that the legislative body is satisfied that permanent housing facilities will be available within three (3) years from the time occupants of a project are displaced. There is no such finding in Section 313 of the Redevelopment Plan for the North Sacramento Redevelopment Project Area. There is only a statement that the Sacramento Housing and Redevelopment Agency must prepare a replacement plan, but without a provision that

LSNC-

LSNC-2 Response

Comment LSNC-1 relates to housing displacement and relocation. The discussion on page 114, however, addresses impacts associated with the jobs/housing imbalance. The two discussions are not contradictory as displacement and the jobs/housing balance are two separate issues. It is accurate to say that the jobs/housing imbalance is partially mitigated, but remains a significant unavoidable impact. This finding takes into consideration that applicable Agency and City policies and requirements may occur on a long-term basis and will remain significant until the jobs/housing imbalance is fully rectified.

LSNC-3 Response

The suggested mitigation measure is already included as part of the project as discussed in LSNC-1 Response.

LSNC-4 Response

Impacts associated with housing costs and rental rates were identified as significant and unavoidable due to the lack of any feasible mitigation. As referenced in the LSNC-1 Response, the proposed project includes provisions for replacement housing. Furthermore, implementation of the proposed Redevelopment Plan will remove barriers to growth which will allow for the construction of new housing units and the rehabilitation of existing blighted units. The significant and unavoidable impact in question will be considered as part of the decisionmaking process for the proposed project.

LSNC-5 Response

For a discussion of housing relocation, please refer to LSNC-1 Response. This response includes a reference to Section 312, rather than the referenced section 313 which specifically states, " . . . Permanent housing facilities shall be made available within three years from the time occupants are displaced."

the plan be executed within three years. Replacement of housing as it is eliminated will reduce any tendency for housing costs and rental rates to rise. It is a mitigation measure which is mandated by the Health and Safety Code, and which should be addressed by the Environmental Impact Report. LSNC-5 (Cont.)

3. The EIR fails to address the need for very-low income and low-income housing in the project beyond stating that 526 new dwelling units will be built in the project area. There is no discussion as to when these dwelling units will be built or whether they are replacement housing. Furthermore, the redevelopment plan proposes to replace a mobile home park with a park or open space uses. The EIR recognises that this proposal is inconsistent with the policies of the Housing Element, the Commerce and Industry Land Use Element, the Conservation and Open Space Element and the Public Facilities and Services Element of the North Sacramento Community Plan. There is no justification for the proposed project, nor was any mitigation measure discussed. LSNC-6 LSNC-7

I look forward to your written response to the above comments.

Yours sincerely,

LEGAL SERVICES OF NORTHERN CALIFORNIA, INC.

Imm O. Ong
Staff Attorney

LSNC-6 Response

It is beyond the scope of this EIR as well as the CEQA process to address the need for very low-income and low-income housing units. This falls under the responsibility of the City of Sacramento General Plan Housing Element.

Redevelopment agencies are required to set aside into a special Low and Moderate Income Housing Fund 20 percent of the tax increment revenue generated by their redevelopment projects. These funds are to be used for increasing, improving and preserving the supply of low and moderate-income housing in their communities. The low and moderate-income housing program applies only within the Project Area, and includes three components: 1) a limited land assembly and disposition program; 2) relocation assistance for displaced occupants; and 3) a tenant subsidization program.

The land assembly and disposition component proposed under the low and moderate-income housing program is designed to encourage the development of multi-family housing for low and moderate-income households. A land assembly and disposition program may be used to eliminate a number of blighting influences and to encourage the development of a desirable re-use. The Agency plans to purchase approximately 20 acres of land for the construction of new multi-family housing. As with the land assembly program, the Agency would be responsible for relocation payments to displaced property owners and tenants.

The tenant subsidization program is intended to provide rental subsidies to low and moderate-income households. Approximately 53 percent of the households in the project area earn incomes that can be classified as low to moderate. It is assumed that a rent subsidy program would encourage additional market rate multi-family housing developments by increasing the number of households able to afford to live in such housing, and would also encourage landlords to properly maintain their properties.

LSNC-7 Response

The conversion of the mobile home park is not a stated policy of either the North Sacramento Redevelopment Plan or the North Sacramento Community Plan. As indicated on page 51 of the Land Use Plans section, ". . . The plan does not indicate a future park at the SR 160 and Del Paso Boulevard Area, although it is indicated on the Community Plan Land Use Map as Parks, Parkways, and Open Space." According to City staff, however, this designation appears in error on the map. "The Agency and the City have no intention of converting the mobile home park to parkland, nor is this a stated policy of the North Sacramento Community Plan."

No mitigation has been proposed because no impacts are anticipated. As stated in the Draft EIR, neither the Agency nor the City have a written policy or any intention of replacing the mobile home park with open space uses. Please also refer to EQ-3 Response.

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April 9, 1992

Gail Ervin
Environmental Coordinator
Special Services Division
Sacramento Housing and Redevelopment Agency
630 I Street
Sacramento, California 95814

Re: North Sacramento Redevelopment Plan ("Plan")
Environmental Impact Report ("EIR")

Dear Ms. Ervin:

This is written on behalf of the Sacramento County Superintendent of Schools ("Superintendent"), the Los Rios Community College District ("College"), the Grant Joint Union High School District ("Grant") and the North Sacramento School District ("North Sacramento") (collectively the "Schools"). The EIR does not address the impacts of the Plan on the Superintendent and the College. The following comments reflect some of the other specific inadequacies of the EIR.

1. The use of a program EIR is insufficient unless it examines in detail the specific projects which constitute the entire Plan. LDB-1

2. The Plan will create a "significant amount of new employment opportunities" and more than 1400 new residential units. A comprehensive housing study and employer survey are needed to determine the exact requirements for new housing and probable locations before environmental impacts can be studied. LDB-2

3. The findings concerning insignificant impacts and the lack of unavoidable adverse fiscal impacts must be supported by empirical data. LDB-3

4. The fiscal impacts of the Plan on the other taxing entities should be determined and alleviated prior to approval of the final EIR. LDB-4

5. The use of a general guide for redevelopment is insufficient from which to determine the impact of the plan on residents in terms of environmental quality. LDB-5

BRINLEY & SCHOTT, LEONARD D. BRINLEY (LDB)

LDB-1 RESPONSE

According to CEQA section 15168(a), a program EIR is an EIR which may be prepared on a series of actions that can be characterized as one large project and are related either:

(1) Geographically

(2) A logical parts in the chain of contemplated actions,

(3) In connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program or,

(4) As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.

This project falls under criterion number three and thus, the preparation of a program level EIR is appropriate.

LDB-2 Response

It is beyond the scope of the EIR to conduct a comprehensive housing study and employer survey. The jobs-housing balance evaluation included in the Housing section of the document considers impacts at a Redevelopment Plan level, rather than on a project-specific basis. The methodology used to determine housing demand in relationship to employment is based on the State Department of Housing and Community Development report Jobs-Housing Balance (December 1987) which includes a formula for estimating housing demand. This formula and the assumptions used are provided on page 110 of the Draft EIR. A more detailed analysis of the jobs-housing balance may be prepared on a project-specific basis if deemed necessary by the City.

LDB-3 Response

A fiscal report was prepared under a separate cover by The Levander Company. It is available from the Sacramento Housing and Redevelopment Agency upon request.

LDB-4 Response

It is beyond the scope of the environmental review process to determine or assess the fiscal impacts of the proposed Redevelopment Plan on the school districts or any of the affected taxing agencies. The Community Redevelopment Law (Health and Safety Code Sections 33000 et. seq.) provides for the assessment and determination of financial burden or

detriment to the affected taxing agencies through fiscal review. The Agency is currently working with the school districts and the other affected taxing agencies to determine if the proposed project will have negative fiscal impacts.

LDB-5 Response

The purpose of the EIR is to evaluate the environmental effects of the proposed Redevelopment Plan. Future specific projects undertaken in accordance with the plan may require additional environmental consideration. The finalization of the proposed plan will not take place until the completion of the environmental review process and a thorough fiscal review.

6. The EIR must address cumulative impacts in detail. LDB-6

7. A complete housing study is necessary to establish the expected growth in student population of public schools including those of the Superintendent and the College. LDB-7

8. The Plan projects significant levels of new students without providing for mitigation of that impact. LDB-8

9. The EIR recognizes that the Plan could stimulate growth in surrounding areas. Thousands of new housing units may be necessitated by the Plan. LDB-9

10. The EIR does not appropriately address the concerns of other entities and persons. LDB-10

11. The Plan should be delayed until the general plan is revised for appropriate environmental evaluation of the Plan. LDB-11

12. The EIR does not detail the extent to which state legislated mitigation measures will alleviate the environmental effect of the Project on Schools. LDB-12

13. The EIR does not identify the manner in which the Schools would be able to operate in general or meet their needs for school facilities without the Schools receiving tax revenues generated by the Plan. LDB-13

14. The EIR does not examine projections for increased student enrollment by the Schools due to the Plan. The EIR is therefore lacking in its consideration of all related environmental impacts including population growth, housing, transportation, noise, recreation, fire protection and other public services. LDB-14

15. The EIR does not adequately discuss the timing for implementation of the Plan. The consequential financial and environmental impacts cannot be properly anticipated or planned for. LDB-

16. The EIR does not adequately address the impact of the Plan's compliance with low- and moderate-income housing requirements. LDB-

17. The EIR does not adequately consider the alternative of permitting private enterprise acting alone to develop the Project area. LDB-17

LDB-6 Response

According to CEQA section 15130, "The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided of the effects attributable to the project alone. The discussion should be guided by the standards of practicality and reasonableness." No further assessment of cumulative impacts is necessary.

LDB-7 Response

The comment is noted and forwarded to the appropriate decisionmakers. It is beyond the scope of the EIR to undertake a comprehensive housing survey. Student generation rates were provided by the North Sacramento School District and the Grant Joint Union High School District. These factors were applied to the new residential development potential of the proposed project. The number of additional students anticipated is presented in Table XX on page 275 of the Public Services and Utilities section.

LDB-8 Response

Implementation of the plan will follow all City policies and requirements identified in the EIR. These policies will work to alleviate the effects of increased enrollment. Because CP95-CP99 (pages 276-278) are considered incorporated into the proposed project, potential impacts are considered less than significant, and no mitigation is required.

LDB-9 Response

The comment is noted and forwarded to the appropriate decisionmakers.

LDB-10 Response

The comment is noted and forwarded to the appropriate decisionmakers. As required by CEQA, the Draft EIR was distributed to various public agencies, responsible agencies, citizen groups, and interested individuals. It was mailed directly to all Responsible and Trustee Agencies. The SHRA employed several methods to solicit public input on the Draft EIR. These methods included the distribution of a Notice of Preparation prior to beginning the Draft EIR; distribution of the Draft EIR to public libraries in the project area, specifically the Library of Science and Technology at California State University, Sacramento and the Sacramento Public Library at Downtown Plaza; and public hearings held before the Sacramento Housing and Redevelopment Commission on March 18, 1992, and the North Sacramento Project area Committee on April 6, 1992.

LDB-11 Response

The comment is noted and forwarded to the appropriate decisionmakers.

LDB-12 Response

The City policies and requirements identified in the Schools section of the Draft EIR are anticipated to alleviate the environmental effects of the project on schools. State-legislated mitigation measures are anticipated to be applied on a project-specific level.

LDB-13 Response

Please refer to the LDB-3 Response.

LDB-14 Response

Please refer to the LDB-7 Response. The EIR provides new student projections based upon projected buildout of vacant residential areas. Population, housing ,transportation, noise, and all relevant public services and utilities are included in their respective sections of the Draft EIR.

LDB-15 Response

The Project Location and Description section (page 15) indicates that buildout of the proposed plan is anticipated to occur in 15 years. Tax increment revenues are projected for a period of 35 years. Please refer also to the LDB-3 Response.

LDB-16 Response

Please refer to the LSNC-6 Response.

LDB-17 Response

In the Introduction of the Redevelopment Plan itself, prepared by Katz Hollis, Inc., it is stated that many efforts have been put forth toward allowing private enterprise to act alone and develop the project area. Those efforts did not make any significant progress and the City chose to investigate the possibility of redevelopment as a means of revitalizing the project area.

18. The EIR does not adequately consider the migration into the area caused by the Plan. LDB-18

19. The Schools do not have sufficient information from which to determine that all notices required by the California Environmental Quality Act ("CEQA") have been given and on that basis alleges that they have not been given in the manner required by law. LDB-19

20. No information is provided in the EIR regarding the ultimate capacity of the Plan, i.e., the amount of net new dwelling units and commercial/industrial square footage that may be built within the entire project area, including infill development. While the EIR attempts to project net new development for vacant acreage within the project area, it does not account for the potential synergy effects of redevelopment elsewhere within the project area. LDB-20

21. Even on the vacant acreage, the Agency projects development to occur at lower than maximum densities (in some cases, lower than existing densities). Redevelopment typically increases densities, often up to maximum levels. LDB-21

22. Table C on page 34 of the EIR indicates 187.2 vacant acres within the Redevelopment Plan Area. This figure contrasts with 180.54 vacant acres indicated for the Redevelopment Plan Area in Table F on page 70. While Table F shows 187.2 vacant acres for the Community Plan Area, Table D on page 52 shows 187.81 vacant acres for the same area. What is the reason for these apparent inconsistencies? LDB-22

23. Table C shows existing development and net acreage for different land uses. The implied Floor Area Ratio (FAR) for retail, office and industrial uses is approximately 1.00. Table N on page 91 indicates that the acreages shown in Table F are also net acres. Table F, however, implies new development will have FARs between 0.20 and 0.35. New development is projected to occur at lower densities than existing development. This is not realistic for the project area. LDB-23

24. Tables N and O (pp. 91-92) show a high degree of variance among alternate employment generation factors, including up to 82 percent for industrial uses, 100 percent for retail uses, and 300 percent for office uses. In addition, some of the employment generation factors seem inappropriate for the designated land uses. LDB-24

LDB-18 Response

Please refer to page 96 of the Population and Employment section in the EIR. The cumulative analysis states that the Redevelopment Plan could provide for an increase in the population of the project area region.

LDB-19 Response

Section 15082(a) of CEQA states that immediately after deciding that an Environmental Impact Report is required for a project, the Lead Agency shall send to each Responsible Agency a Notice of Preparation (NOP) stating that an Environmental Impact Report will be prepared. This notice shall also be sent to every federal agency involved in approving or funding the project and to each Trustee Agency responsible for natural resources affected by the project. The NOP is provided in Appendix A of the Draft EIR. It is evident that the schools were properly notified because the school's comments on the NOP were received by the Agency on November 5, 1991.

LDB-20 Response

Please refer to page 14 of the Draft EIR. Table A provides a breakdown of total development in relation to existing development and new development which would occur on vacant lands within the project area.

LDB-21 Response

The densities used to project development on vacant areas in the project area were taken from the North Sacramento Community Land Use Map. The number of new units was calculated using the high end of the density range provided. This provides for a worst-case scenario analysis.

LDB-22 Response

Inconsistencies between Tables C, D, and F arise due to typographical errors. Please refer to the LDB-22 Response in the Errata for the correct figures.

LDB-23 Response

Data in Table C was derived through a combination of land use verification from an aerial photo and consultation with SACOG land use figures for the project area. The figures represented on Table C depict the area of the building footprints taken from the aerial photo in square feet, with this square footage converted to acreage figures. Statistics regarding dwelling units and vacant parcels were taken from SACOG data.

Table F's FAR of 1.00 reflects the methodology used, and particularly the assumption applied when working with an aerial photo that all structures are one story in height. The FAR reflects only the development contained within the building footprint; not development in relation to the entire parcel size.

Figures depicted in Table F regarding "New Development" are indicative of potential new development which was assigned to those specific areas identified by Katz Hollis as most likely to develop. Consequently, the FAR depicted in Table F reflects, more closely, the actual development potential for particular uses at the most likely locations. Additionally, the FAR identified for New Development under the Community Plan Area closely resembles that of the Redevelopment Project Area.

LDB-24 Response

Tables N and O of the Draft EIR indicate employee generation rates on a project-specific, local and regional basis. The generation rates used in the employment analysis for the Project Area are those found in the North Sacramento Community Plan (Table N). The factors presented in Table O merely indicate the employee generation rate assumptions of the surrounding area and were provided for purposes of comparison.

The Schools will gladly meet with the Agency to resolve mutual concerns. The Schools request that the EIR not be approved until the Plan's impacts on the Schools can be appropriately alleviated.

Sincerely,

BRINLEY & SCHOTT

By: Leonard D Brinley
Leonard D. Brinley

LDB/cg
CORRES.003\SAC01003.001

SMUD

SACRAMENTO MUNICIPAL UTILITY DISTRICT ☐ P. O. Box 15830, Sacramento CA 95852-1830, (916) 452-3211
AN ELECTRIC SYSTEM SERVING THE HEART OF CALIFORNIA

April 9, 1992

Gail Ervin, Environmental Coordinator
Sacramento Housing and Redevelopment Agency
630 I Street
Sacramento, CA 95814

Comments on North Sacramento Redevelopment Plan Draft Environmental Impact Report (EIR)

Dear Ms. Ervin,

The Sacramento Municipal Utility District (SMUD) appreciates the opportunity to review the above document and has the following comments. This response incorporates by reference comments submitted by SMUD on November 21, 1991 in response to the Notice of Preparation (NOP) for this project.

ELECTRICAL FACILITIES

SMUD has lead agency responsibilities for any electric system improvements within the North Sacramento Redevelopment Plan (NSRP) area. In response to the NOP, SMUD requested that required electrical facility improvements be considered as part of the project. The project description presented in the Draft EIR fails to include such improvements along with other necessary infrastructure improvements. SMUD believes that a joint commitment by SHRA and SMUD to address electrical facilities as an integral element of infrastructure and land use planning for the project area will best serve the mutual interests of both parties. Consistent with SMUD's interest in being fully involved in the infrastructure planning process for this area, we ask that the Draft Draft EIR text and graphics be revised to incorporate electrical facilities (distribution lines and substations) in the NSRP as initially requested. If SHRA has determined this is not feasible, we ask that the basis and implications of that decision be fully discussed and clarified with SMUD prior to certification of the EIR and adoption of the NSRP. SMUD-1

SACRAMENTO MUNICIPAL UTILITIES DISTRICT (SMUD)

SMUD-1 Response

A discussion of electrical services is provided in the Public Services and Utilities section of the EIR. This section includes CP100 and CP101 as part of the proposed project. Both of these policies allow for Agency interaction with utility purveyors. The requested graphic addition has been incorporated into the Final EIR. Please refer to the SMUD-1 Response in the Errata.

According to data provided in the Draft EIR, the estimated net development increase associated with this project (Table A) would require approximately 14.5 megawatts (MW) of electrical power rather than 18 MW as cited on page 278 of the Draft EIR. SMUD-2

This project and anticipated development in the area will result in a total substation load that exceeds existing available capacity. Increased capacity will be required to serve this project through construction of a new substation. SMUD owns a site near the intersection of Rio Linda Boulevard and Alamos Avenue that may be used for this purpose. SMUD-3

A map showing the location of 69 kilovolt (kV), 12 kV, and 4 kV lines within the project area was submitted in response to the NOP in November 1991. These are classified as distribution rather than transmission lines, contrary to the reference on page 262 of the EIR. SMUD-4

By July 1992, SMUD is scheduled to complete the North Sacramento Electric Study Plan (NSESP), including updated facility descriptions and planned improvements for the project area. A copy of the NSESP will be provided to the SHRA. Facilities within the project area that were not shown in the map previously submitted and will be identified in the NSESP include existing lines between Del Paso Boulevard and Interstate 80, line upgrades underway between the Union Pacific Railroad tracks and Del Paso Boulevard, and a planned overhead 69 kV line extension from Northgate Boulevard to the western section of the area. SMUD-5

As a result of this project, new overhead and underground 12 kV lines will be required along any new roads planned for the redevelopment, along with associated overhead and underground rights-of-way or public utility easements. To assure that SMUD facility improvements may be planned and constructed in a coordinated manner, we request that the proposed project include a condition requiring SHRA and property owners within the area to consult the SMUD Electric System Design Department at every stage of project development and implementation which could affect the electrical distribution system. SMUD-6

PROJECT MITIGATION REQUIREMENTS

As explained in the Introduction, we note that the Draft EIR is a program-level document and future approvals of more specific development proposals related to the NSRP will require supplemental environmental analysis consistent with requirements of the California Environmental Quality Act. Whether or not the relocation and extension of electrical facilities within the project area are incorporated in the NSRP as requested, SMUD asks that the proposed project be modified (either by amending the project description or requiring implementation of specific mitigation measures) to assure that the following conditions are satisfied. SMUD-7

SMUD-2 Response

The requested change has been incorporated into the Final EIR. Please refer to the SMUD-2 Response in the Errata section of this EIR.

SMUD-3 Response

The comment is noted. Megawatt requirements associated with the proposed project were obtained through information by SMUD in a utility questionnaire distributed regarding the project. The second complete paragraph on page 279 of the Draft EIR includes a discussion of the referenced SMUD-owned site.

SMUD-4 Response

The requested change has been incorporated into the Final EIR. Please refer to the SMUD-4 Response in the Errata.

SMUD-5 Response

The requested change has been incorporated into the Final EIR. Please refer to the SMUD-5 Response in the Errata.

SMUD-6 Response

The requested change has been incorporated into the Final EIR. Please refer to the SMUD-6 Response in the Errata.

SMUD-7 Response

The requested change has been incorporated into the Final EIR. Please refer to the SMUD-7 Response in the Errata.

SMUD-
(Cont.)

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

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

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

4. A list of conservation and load management measures for residential and commercial developments recommended by SMUD Energy Services staff was submitted with the NOP comment letter in November 1991. SMUD requests that these measures be implemented to the maximum extent feasible to mitigate the impact of this development on energy demand. Program coordinators who may be contacted for more information concerning the SMUD Residential and Commercial New Construction Programs, respectively, are Jerry Best at (916) 732-6605 and Jeff Molander at (916) 732-5407.

We appreciate the opportunity to comment and look forward to reviewing and discussing responses to the comments provided above. If you have any questions regarding this letter, please feel free to contact me at (916) 732-6207.

Sincerely,

Ira Saletan

Ira Saletan
Environmental Specialist

SACRAMENTO REGIONAL TRANSIT DISTRICT
MAILING ADDRESS: P.O. BOX 2110 • SACRAMENTO CA 95812-2110 • 916 321-2800

April 10, 1992

Gail Ervin
Environmental Coordinator
SACRAMENTO HOUSING AND REDEVELOPMENT AGENCY
630 I Street, 2nd Floor
Sacramento CA 95814

NAME OF DEVELOPMENT: North Sacramento Redevelopment Plan

TYPE OF DOCUMENT: Draft Environmental Impact Report

DATE RECEIVED AT RT: February 25, 1992

STAFF COMMENTS:

Regional Transit (RT) has a number of concerns regarding the North Sacramento Redevelopment Plan and this Draft Environmental Impact Report (DEIR).

METHODOLOGY OF TRAFFIC STUDY
Model Refinement

It is stated in the DEIR that the SACMET model was utilized to develop traffic projections for this study. As stated in the DEIR, the SACMET model is a regional travel demand model. It is RT's understanding that as a regional model, the SACMET model was developed to measure metropolitan area-wide impacts and has not yet been refined for subarea and arterial needs studies.

RT understands that changes were made to land-use assumptions and the transportation network in order to depict the changes expected as a part of this study, however, these changes alone would not provide the refinement necessary to provide an accurate subarea transportation analysis. RT-1

RT requests that any information regarding refinements made to the SACMET model be provided to RT. If these refinements have not been done, RT recommends that SHRA re-analyze the traffic impacts in the North Sacramento Redevelopment area.

Transit Network

As stated earlier it is RT's understanding that the SACMET model was utilized to develop traffic projections for this study. When the SACMET model was developed for RT's use during its Systems Planning Study there were a number of transit network alternatives. At the present time the Sacramento Area Council of Governments RT-2

SACRAMENTO REGIONAL TRANSIT DISTRICT (RT)

RT-1 Response

The SACMET model is a regional travel demand model but was judged by staff and consultants to provide sufficient detail for the level of analysis required for this EIR traffic analysis. A subarea model for transportation analysis may be appropriate when more definition is available on specific redevelopment project proposals. Therefore, no refinements were needed to the traffic model, and the level of detail provided is sufficient at this point in the redevelopment plan process.

RT-2 Response

The 2010 transit network assumed in the SACMET model for the North Sacramento analysis was not revised from the future network assumed in the Systems Planning Study that was conducted for Regional Transit during 1990-91. The transit network contained in the model used for North Sacramento analysis was Alternative 1 from the Systems Planning Study, the funding assured, "No-Build" alternative. This was the transit network provided to the City of Sacramento by the Sacramento Area Council of Governments (SACOG) in December, 1990, and the City has made no changes to the transit network from the files provided by SACOG.

The transit assignment module of the SACMET model was not utilized because transit patronage was not required for the analysis. The projected vehicle trips per day assignment to the roadway network was used as the basis for the traffic analysis. The traffic analysis does therefore present a worst-case analysis since only limited transit improvements are assumed for the "No-Build" transit network.

(SACOG) administers maintenance of the SACMET model. Discussions with SACOG staff indicate that SACOG has not defined a specific transit network for use in transportation modeling using the SACMET model. The DEIR does not indicate which transit network alternative was utilized for the purposes of this DEIR.

RT requests that the transit network alternative which was used for the transportation analysis of this DEIR be indicated. In addition, SHRA's transportation consultant should discuss the appropriateness of the chosen transit network alternative with SACOG staff. RT-2 (Cont.)

Transit Patronage

Because the SACMET model is a regional transportation model which includes modules for forecasting transit ridership, RT strongly recommends that an indication of changes in transit ridership which may be expected because of the actions specified in the North Sacramento Redevelopment Plan be included in the DEIR. Any change in ridership caused by actions of this plan may be a significant impact upon RT's ability to provide effective and efficient public transit service to the community. This EIR should also include those measures required to mitigate these impacts upon transit service provision. RT-3

IMPACTS ON REGIONAL TRANSIT
Increased Traffic Congestion

The DEIR for this project shows increased traffic congestion at major intersections throughout the project area. As stated in the DEIR RT operates a significant level of transit service throughout this area. Eleven bus routes operate on surface streets in this area and will be significantly impacted by increased levels of congestion. This DEIR does not discuss these impacts nor mitigation measures which may be taken to lessen the impacts of increased traffic congestion. RT requests that the impacts of traffic congestion and mitigation measures which may be utilized to reduce these impacts be discussed. RT-4

Perhaps more significant is the impact increased traffic congestion at the Arden Way/Del Paso/Grove/Canterbury intersection and the Arden Way & Evergreen intersection will have upon light rail operations through these intersections. All tables showing level of service at these intersections will decrease to unacceptable levels in the future. While the DEIR states that these levels of service take into account LRT traffic signal pre-emption, the high levels of traffic congestion expected will cause increased automobile/transit vehicle conflict and increased delay at these intersections. RT-5

This DEIR does not discuss in any manner the impact of increased

RT-3 Response

The proposed Redevelopment Project did not analyze land uses that were significantly different than the 2010 land use assumptions used in the RT Systems Planning Study. Therefore, the expected transit patronage will not vary much from the patronage forecasts developed for the RT Systems Planning Study in 1990-91. As documented in the Final Report of the Sacramento Systems Planning Study, the projected daily person trips for the region are 7.04 million person trips per day. The projected transit patronage varies from 72,309 person trips (1.03 percent mode split) for the No-Build alternative to 131,467 (1.87 percent mode split) for Alternative 8, one of the expanded light rail alternatives. Little additional information would be gained about projected transit ridership through an additional model run of the transit component of the SACMET model at this time.

The City of Sacramento has generally encouraged increased transit ridership as a way to mitigate identified traffic impacts on the City street system. As documented in Mitigation Measure 5 on page 134 of the DEIR, all projects in the proposed Redevelopment Plan area will be subject to the City of Sacramento's Employer TSM Ordinance with the stated goal of reducing commute trips in single occupant vehicles. Incentive to increase transit ridership are included in these TSM plans. In addition, Mitigation Measure 6 on the same page propose to ". . . consider and encourage transit oriented development (TOD). . . ."

RT-4 Response

The roadway improvement recommendations discussed on page 142 of the DEIR are included to improve projected levels of service on streets throughout the project area. Buses and all other vehicles in the overall traffic flow will benefit from improved traffic operations on the surface streets.

RT-5 Response

As stated in Recommendations a) and b) on page 142 of the DEIR, the Public Works Department of the City of Sacramento is currently evaluating design alternatives for the Arden-Garden Connector project and the Evergreen extension project. More detailed analysis of traffic operations and automobile/transit vehicle conflicts cannot be provided until design details are known about these two transportation improvement projects.

Light rail vehicles generally pass through the intersections with traffic signal control on signal pre-emption phases (i.e., other conflicting traffic movements are stopped to give priority to light rail vehicles). Therefore, increasing traffic congestion will have minimal effect on light rail operations in the project area.

congestion upon LRT operations in the project area. RT requests that a complete investigation of these impacts and those mitigation measures which may reduce these impacts be undertaken. RT-5 (Con.)

Ridership Impacts

As stated earlier, any change in transit ridership caused by the North Sacramento Redevelopment Plan may be a significant impact upon RT's ability to provide effective and efficient public transit service to the community. Impacts of ridership changes caused by this plan should be discussed along with any mitigation measures necessary to reduce these impacts. RT-6

TRANSIT/LAND USE COORDINATION

RT is concerned that the North Sacramento Redevelopment Plan and its DEIR do not discuss opportunities for focusing increased land use intensities around the five light rail stations in the project area. RT feels that increased development around these stations, in particular the Swanston, Globe and Arden/Del Paso Stations, will assist in redevelopment of the North Sacramento Redevelopment Area and reduce the transportation and air quality impacts of redevelopment in this area.

RT suggests that the Redevelopment Plan and its DEIR include policies promoting increased land use intensity around light rail stations, with a emphasis on mixed use development. In addition, Exhibit 9 in the Land Use section of the DEIR should be amended to show the area surrounding the Swanston light rail station as under utilized. RT does not feel that the land uses adjacent to this station constitute full utilization of this land or the facilities provided by RT. RT-7

CONTACT PERSON:

Joseph Costa, Senior Planner, 321-2868

Sincerely,

Luther Freeman
Director of Planning and Marketing

Enclosure
c: Gary Ziegenfuss, Associate Planner, City of Sacramento
Gordon Garry, Transportation Analyst, SACOG
Joseph Costa, Senior Planner, RT
Anna Pehoushek, Project Manager, STA Planning Inc.
Marilyn Kuntemeyer, Principal, MKK Transportation

RT-6 Response

Please refer to the RT-3 Response.

RT-7 Response

Mitigation Measure 6 on page 134 of the Draft EIR proposes to, ". . . consider and encourage transit oriented development (TOD). . ." Development around light rail stations will be a primary focus of this type of TOD development.

DEPARTMENT OF
PLANNING AND DEVELOPMENT

CITY OF SACRAMENTO
CALIFORNIA

1231 I STREET
SACRAMENTO, CA

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PLANNING
ROOM 200, 95814-2998
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April 23, 1992

Gail Ervin-Environmental Coordinator
Sacramento Housing and Redevelopment Agency
630 "I" Street
Sacramento, CA 95814

Subject: **Draft Environmental Impact Report for the North Sacramento Redevelopment Plan**

Dear Ms. Ervin:

On April 7, 1992, the City of Sacramento submitted comments on the above referenced document. Attached is an additional comment from the Flood Control and Sewer Division.

Please call me at 264-7037 if you have any questions.

Sincerely,

Michelle Basurto

Michelle Basurto
Administrative Analyst

Attachment

(EC92-020)

Diana

DEPARTMENT OF UTILITIES

DIVISION OF
FLOOD CONTROL AND SEWERS

CITY OF SACRAMENTO
CALIFORNIA

1391 - 35TH AVENUE
SACRAMENTO, CA
95822-2911

916-264-7250

April 13, 1992
920287:WC:ar

MEMORANDUM

TO: Carol Branan, Environmental Services Manager

FROM: Jee Tsoi, Senior Engineer

SUBJECT: **DEIR FOR NORTH SACRAMENTO REDEVELOPMENT PLAN**

The Flood Control and Sewers Division has reviewed the above listed project.

The proposed project is the adoption and implementation of the Redevelopment Plan for the North Sacramento devolvement Project Area. The Redevelopment Plan proposes to eliminate conditions of urban blight through repair and rehabilitation of existing infrastructure and buildings.

In Chapter 5 under the Public Services and Utilities section, please include the following comment under the Sewer section after the second paragraph, second sentence. FCS-1

"The cost for sanitary sewer improvements is estimated at $6,200 per acre."

In Chapter 5 under the Public Services and Utilities section, please include the following comment under Storm Drainage after the fifth sentence. FCS-2

"The cost for storm drainage improvements is estimated at $6,200 per acre."

The Flood Control and Sewers Division's memorandum to Development Services dated July 2, 1991 was included in the NOP for the North Sacramento Redevelopment area. This letter stated the cost for storm FCS-3

CITY OF SACRAMENTO DEPARTMENT OF UTILITIES, DIVISION OF FLOOD CONTROL AND SEWERS (FCS)

FCS-1 Response

The requested change has been incorporated into the Final EIR. Please refer to FCS-1 Response in the Errata.

FCS-2 Response

The requested change has been incorporated into the Final EIR. Please refer to the FCS-2 Response in the Errata.

FCS-3 Response

Please refer to FCS-1 and FCS-2 Responses.

and sanitary sewer improvements for the North Sacramento area at $4,850 per acre plus a 25 percent contingency. Based on the most recent construction cost from preliminary master plans, these estimates have been changed to $6,200 per acre which includes contingencies. The Division would like the EIR to include these revised estimates.

FCS-3 Cont.

CC: Eva Begley, Development Services

ORAL COMMENTS INDEX

SACRAMENTO HOUSING AND REDEVELOPMENT COMMISSION HEARINGS

COMMENTOR	STATUS	ACRONYM
March 18, 1992		
Sacramento Housing and Redevelopment Commission	Public	SHRC
April 6, 1992		
Keith Johnson North Sacramento Project Area Committee Member	Public	KJ
Doug Austin North Sacramento Project Area Committee Member	Public	DA
Bob Slobe Landowner, North Sacramento Area	Private	BS
Rudy Dye North Sacramento Project Area Committee Member	Public	RD

RESPONSES TO ORAL COMMENTS

Oral comments taken during the Sacramento Housing and Redevelopment Commission's meeting of March 18, 1992, and the North Sacramento Project Area Committee meeting of April 6, 1992 are summarized below. A complete transcript of these hearings may be found in Appendix H of this document. Only comments related to the EIR were responded to.

SACRAMENTO HOUSING AND REDEVELOPMENT COMMISSION, MARCH 18, 1992

SHRC-1 Comment

The Commission requested that mitigation measures be added to the project impact summary.

SHRC-1 Response

The comment is noted and forwarded to the appropriate decisionmakers. A revised Project Summary Matrix has been prepared to reflect the requested changes. This is included as Appendix G of this document.

SHRC-2 Comment

The Commission requested that the Descriptions of impact be modified to be consistent with mitigation measures and level of significance or vice versa.

SHRC-2 Response

Throughout the document all identified impacts have been assigned a level of significance, and, where appropriate, mitigation measures have been recommended. These statements can be cross-referenced between the impact section and the summaries which appear at the end of each section.

SHRC-3 Comment

The Commission requested that the years in Solid Waste section be updated.

SHRC-3 Response

The requested change has been incorporated into the Final EIR. Please refer to the SHRC-3 Response in the Errata. Revisions to the Project Summary Matrix have been made to reflect the requested changes. Please refer to Appendix G of this document. Refer also to the SHRC-1 Response.

SHRC-4 Comment

The Commission requested that the number of tons of mixed refuse be changed to 836,718.

SHRC-4 Response

The requested change has been incorporated into the Final EIR. Please refer to the SHRC-4 Response in the Errata.

NORTH SACRAMENTO PROJECT AREA COMMITTEE, APRIL 6, 1992

KJ-1 Comment

Keith Johnson stated that on page xvii (of the Draft EIR) "tracts" should be "tracks". He also expressed concern over the statement that Altos/Traction Avenue acts as a major barrier between the project area. He felt it was not a barrier.

KJ-1 Response

The requested change of wording has been incorporated into the Final EIR. Please refer to the KJ-1 Response in the Errata. The remainder of the comment is noted and forwarded to the appropriate decisionmakers.

DA-1 Comment

Doug Austin noted that the statement "Railroad Overcrossing at Arden Way and the Southern Pacific Railroad (SPRR) tracks, El Camino Avenue and the SPRR tracks," should be deleted from page 54 (of the Draft EIR) due to previous completion of the overcrossings.

DA-1 Response

The requested change has been incorporated into the Final EIR. Please refer to the DA-1 Response in the Errata.

BS-1 Comment

On page 52 (of the Draft EIR), Bob Slobe questioned the total density of units.

BS-1 Response

Table D, which appears on page 52 of the Draft EIR, summarizes the buildout conditions projected under the North Sacramento Community Plan. The figures appearing in Table D were derived by estimating the amount of vacant land occurring within each of the Plan's land use designations. The acreage was calculated through visual estimation of an aerial

photograph of the project area. Given project budgetary constraints, this was the best method available. It is possible that the amount of vacant land was underestimated by this process. However, land in each land use designation was multiplied by the highest number of units allowed under that designation, tending to offset any possible underestimation of vacant land.

BS-2 Comment

Hagginwood was misspelled throughout the document.

BS-2 Response

The requested change has been incorporated into the Final EIR. Please refer to the BS-2 Response in the Errata.

BS-3 Comment

Exhibit 11: Map did not reflect true names of the areas.

BS-3 Response

The neighborhood names shown on Exhibit 11, page 80 of the Draft EIR, were provided by the City of Sacramento as names for the neighborhoods comprising of the census tracts of the project area, 06-234. These neighborhoods were referred to only by number in the census data. Alternate neighborhood names have been incorporated into the Draft EIR. Please refer to the BS-3 Response in the Errata.

BS-4 Comment

Page 82 (of the Draft EIR): household income levels did not appear accurate.

BS-4 Response

The household income levels in Table H of the Draft EIR were derived from U.S. Census Bureau figures. Breakdowns by census tracts were not available from the 1990 census. The 1990 growth rate for household income for the Sacramento area as a whole was applied to the 1980 census tract-figures to extrapolate the estimated income for 1990. While this estimate may not be wholly accurate, it was based on the best data available at the time the Draft EIR was compiled.

BS-5 Comment

Page 84 (of the Draft EIR): wording should be changed to: Highest Level of School.

BS-5 Response

The title of Table J on page 84 of the Draft EIR has been changed as requested. Please refer to the BS-5 Response in the Errata.

BS-6 Comment

Page 91 (of the Draft EIR): questioned the fact that intensity in industrial is shown to be double (that of) office.

BS-6 Response

The employee density per acre for office has been changed to reflect the worst-case scenario used to calculate the industrial employee density per acre. Please refer to the EQ-2 Response in the Responses to Written Comments section.

BS-7 Comment

Page 91 (of the Draft EIR): acreage of vacant land appears low.

BS-7 Response

Please refer to the BS-1 Response in this section for an explanation of the method used to calculate vacant acreage.

BS-8 Comment

Page 36 (of the Draft EIR): The word "separate" should be added in the sentence, "The community's history as a **separate** incorporated jurisdiction."

BS-8 Response

The requested change has been incorporated into the Final EIR. Please refer to the BS-8 Response in the Errata.

RD-1 Comment

Rudy Dye noted that the parcel at Eleanor and Del Paso Avenues is not underutilized as shown on Exhibit 9.

RD-1 Response

The comment is noted and forwarded to the appropriate decisionmakers. The map used to create Exhibit 9 on page 40 of the Draft EIR was derived from the Katz Hollis Feasibility study for the Redevelopment Area. It contained the best available data at the time it was developed, but due to on-going change, is not up-to-the-minute.

ERRATA

INTRODUCTION

Changes to the Draft EIR are noted below. The changes to the Draft EIR do not affect the overall conclusions of the Draft environmental document. Changes made due to comments on the Draft EIR are referenced by the comment designation. Please see the Written Comments and Oral Comments Indices for commentors' names and affiliations. Text additions are given in *italics*. Text deletions are shown in ~~strikeout~~ text.

GENERAL ERRATA

Title Page

The word "ADMINISTRATIVE" is deleted from the title page of the Draft EIR.

Traffic and Circulation

The third paragraph on page 142 of the Draft EIR, Traffic and Circulation section, is changed to read as follows:

> Cumulative impacts can be *partially* mitigated ~~to a level of significance~~ with implementation of ~~the~~ mitigation measure*s, compliance with City policies and requirements* and recommendation*s* below. This impact *is partially mitigated but* remains significant and unavoidable until the *mitigation and* recommendation*s* ~~is~~ are fully accomplished.

The following changes are consequently made to page xxxi of the Project Summary Matrix at the third paragraph of the "Mitigated Measures" and "Level of Significance" columns:

> Refer to mitigation measure*s 5-7* in the Traffic and Circulation section. *Partially* ~~M~~*m*itigated ~~to a level of insignificance~~, *but remains significant and unavoidable until the mitigation and recommendations are fully accomplished.*

Hydrology

The first sentence of the Impact section on page 213 of the Hydrology section is changed to read as follows:

> Impacts associated with groundwater contamination sources within the project area can be partially mitigated with implementation of mitigation measure ~~38~~ *35*, but remain significant and unavoidable until all tanks have been removed.

The numbering for the mitigation measure number which follows is changed from 38 to 35.

Cultural Resources

The source for Exhibit 27 on page 248 is changed to read as follows:

Source: ~~Katz Hollis, Inc.~~ *STA Planning, Inc.*

Report Preparation Resources

Dick Hastings is added to the list of names under "Current Planning" for the City of Sacramento Planning Division on page 374 of the Draft EIR.

Paula Boghosion is added to the list of names under the "Other" category on page 375 of the Draft EIR as a Historic Preservation Consultant.

RESPONSES TO WRITTEN COMMENTS

DPW-1 Response

A portion of the first sentence of the first paragraph on page 266 is to be deleted and the following wording inserted in its place.

> The Water Division of the ~~Public Works~~ *Utilities Department* has identified that the existing level of water distribution in relation to fire protection for the project area is presently substandard and is incapable of supporting the level of development associated with the proposed plan. The existing two-inch and four-inch water mains and the existing wharf fire hydrants located throughout the project area are considered substandard and will require replacement. As part of the proposed plan all substandard water mains and fire hydrants will be upgraded to meet the current standards. Through implementation of the plan itself these potential impacts to water distribution in the project area will be reduced to a less than significant level.

EMD-1 Response

Mitigation measures 5-7 in the Traffic and Circulation section have been included to address issues regarding traffic, management and distribution. Additionally, a recommendation which pertains specifically to the Arden Way/ Del Paso Boulevard intersection is provided on page 142. The following language has been added to the Recommendations listed on page 142 of the Draft EIR:

- *The City of Sacramento should also investigate the feasibility of reducing traffic impacts to the Level of Service at the Arden/Del Paso intersection through better coordination with nearby traffic signals.*

EMD-2 Response

The following mitigation measure is added to page 136 of the Draft EIR:

7a. The Redevelopment Agency shall consult with the Regional Transit District before developing additional parking along Del Paso Boulevard and in other areas in close proximity to the light rail line. Working with the Transit District, the Agency shall identify measures to ensure that these parking areas do not discourage use of the light rail line. Such measures may include dual use (local and park-n-ride lots), preferential parking for high-occupancy vehicles, and parking reduction programs. The Agency shall also consider opportunities to develop high-density land uses near existing light rail stations to increase light rail ridership and decrease auto use.

EMD-3 Response

The following language is added to Mitigation Measure 9 on pages 159 to 160 of the Draft EIR.

New development shall also conform to the applicable Indirect Source Control Measures outlined in the 1991 Sacramento AQAP.

EMD-4 Response

The following paragraph is added after the first complete paragraph on page 208 of the Draft EIR:

The Hazardous Materials Division of the County of Sacramento Environmental Management Department is overseeing the clean-up of a number of sites located in and around the Project Area and expects that other contaminated sites will be discovered in the area in the future.

The following mitigation measure is added to page 213 of the Draft EIR:

35a. The Redevelopment Agency and the City shall require all applicants for redevelopment projects to consult with the Hazardous Materials Division of the County of Sacramento Environmental Management Department to determine if the property under redevelopment is a site of toxic contamination and how that may affect project implementation. This shall occur prior to the issuance of a building permit.

SACOG-2 Response

The following mitigation measure has been added to page 111 of the Housing section in the Draft EIR:

> *3a. Through plan review, the City shall ensure that individual projects are designed to minimize long-term community disruption by maintaining access between residential and community services prior to the issuance of building permits.*

The following mitigation measure has been added to page 160 of the Air Quality section in the Draft EIR:

> *9a. To the maximum extent feasible, the City shall require the use of non-potable water for mixing construction materials, washing down surfaces, and wetting down dirt-covered surfaces during construction.*

The following mitigation measure has been added to page 271 of the Public Services and Utilities section in the Draft EIR:

> *48a. The City shall encourage a reduction in solid-waste generation resulting from transportation facility construction by requiring recycling materials to the extent feasible during construction.*

EQ-2 Response

Please see the following page for the revised Table N. Please note that the term "Net Acres" has been changed to "Acres." The term "net acres" was found to be inapplicable in this case. Additional changes to the text are needed as a result of the revision of Table N. The first is made to the first sentence of the third paragraph on page xxv of the Project Summary. The sentence is changed to read as follows:

> It is estimated that between ~~4,086 and 5,885~~ *4,626 and 6,147* new employment opportunities may exist for the project area.

The second is made to the fourth sentence of the first full paragraph on page 90 of the Population and Employment section which reads:

> Office use will provide approximately ~~540 to 2,160~~ *1,080 to 1,440* new jobs while retail use, because of the planned reinvestment in the existing businesses, will provide between 63 to 76 new employment opportunities.

The third change is made to the first sentence of the second paragraph on page 110 of the Housing section. The text has been changed as indicated below:

An increase in the demand for housing will be created by the addition of ~~4,086—5,885~~ *4,626 - 6,147* new jobs in the project area.

The fourth change is made to the first sentence of "Assumptions" on page 110 of the Housing Section. The revision reads as follows:

total jobs = ~~4078—5885~~ 4626 - 6147 (refer to Employment section of this EIR).

The fifth change is made further down page 110 of the Housing section to the first sentence following the "Assumptions". The text has been changed as indicated below:

According to the formula, housing demand would range from ~~3,980~~ *4,515* units to ~~5,744~~ *6,000* units.

LDB-22 Response

Please see the following pages for the revisions of Table D and Table F located on pages 52 and 70 respectively of the Draft EIR.

SMUD-1 Response

A graphic (Exhibit 27a) is to be added to the Public Services and Utilities section after page 262. The exhibit is provided on the following page.

REVISED TABLE N

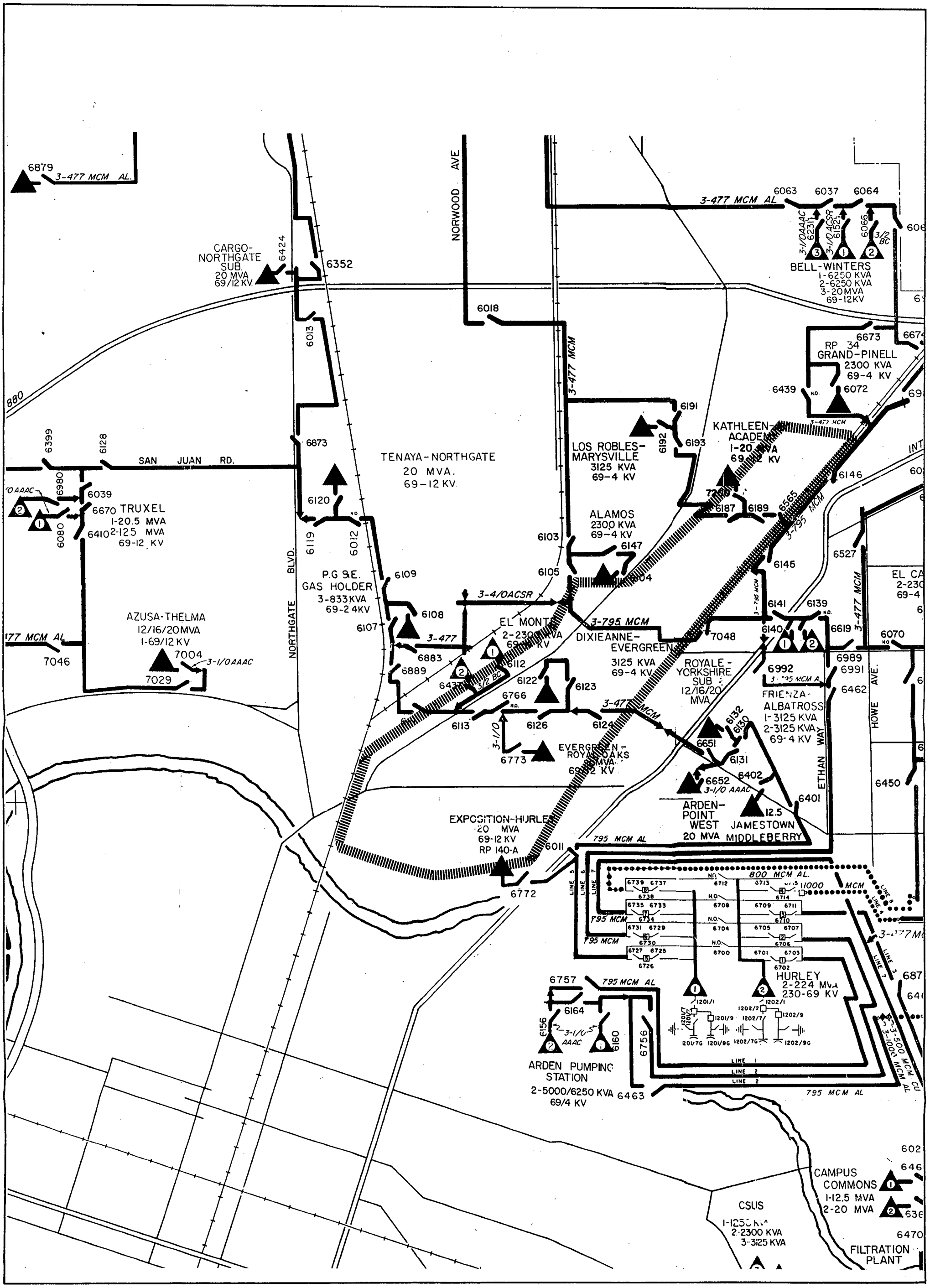
EMPLOYEE GENERATION RATES
NORTH SACRAMENTO COMMUNITY PLAN

	~~NET~~ ACRES[1]	EMPLOYEE[2] DENSITIES/ACRES	TOTAL
Retail	4.21	15	63
Office	36.0	~~15~~ *30-40*	~~540~~ *1,080-1,440*
Industrial	116.10	30-40	3,483-4,644
TOTAL			~~4,086-5,247~~ *4,626-6,147*

Source: North Sacramento Community Plan.

[1]Figures are taken from analysis of buildout on vacant areas. Estimation of these figures is discussed in Appendix B of this EIR.

[2]These standards are from page 31 of the North Sacramento Community Plan.



Source: Sacramento Municipal Utility District

EXISTING OVERHEAD 69KV LINES & SUBSTATION SITES

NORTH SACRAMENTO REDEVELOPMENT PLAN EIR

Sacramento Housing and Redevelopment Agency

STA inc.

no scale

Exhibit 27a

REVISED
TABLE D

NORTH SACRAMENTO COMMUNITY PLAN BUILDOUT[1]

USE	EXISTING	VACANT LAND BUILDOUT		TOTAL
		Acres	Units	
Residential	3,206 d.u.	24.23	526 d.u.	3,732 d.u.
Retail	1,184,710 s.f. (plus 310 hotel units)	~~7.24~~ *7.23*	65,070 s.f.	~~1,252,780 s.f.~~ *1,249,780 s.f.*
Office	280,000 s.f.	~~40.24~~ *39.64*	~~683,600 s.f.~~ *594,600 s.f.*	~~883,600 s.f.~~ *874,600 s.f.*
Industrial/ Labor Intensive	2,063,000 s.f.	116.10	1,277,000 s.f.	3,340,100 s.f.

Sources: City of Sacramento
STA Planning, Inc.

Notes: s.f. = square feet
d.u. = dwelling units

[1]Please refer to Appendix B for a description of how estimates were calculated.

REVISED
TABLE F

BUILDOUT COMPARISON[1]

USE	EXISTING	VACANT LAND BUILDOUT COMMUNITY PLAN AREA		VACANT LAND BUILDOUT REDEVELOPMENT PLAN	
		ACRES	UNITS	ACRES	UNITS
Residential	3,206 d.u.	24.23	526 d.u.	24.23	526 d.u.
Retail	1,184,710 s.f. (plus 310 hotel units)	7.23	*65,070 s.f.* ~~68,070 s.f.~~	4.21	37,890 s.f.
Office	280,000 s.f.	39.64	*594,600 s.f.* ~~603,600 s.f.~~	36.0	540,000 s.f.
Industrial/ Labor Intensive	2,063,000 s.f.	116.10	1,277,100 s.f.	116.10	1,277,100 s.f.

Source: STA Planning, Inc.

[1]Refer to Appendix B for a description of the calculation of figures.

Notes: d.u. = dwelling units s.f. = square feet

SMUD-2 Response

Under the heading of Electricity on page 278 of the Draft EIR, the following wording has been changed:

> Sacramento Municipal Utility District has estimated, based on preliminary data, that buildout of the proposed plan in the project area will require an additional ~~18~~ *14.5* megawatts (MW) *of* electrical power.

SMUD-4 Response

The fourth sentence of the first paragraph on page 262 of the Draft EIR has been changed to read as follows:

> Service distribution for the area is maintained through a number of overhead 69 (kV) kilovolts and 12 (kV) kilovolts ~~transmission~~ *distribution* lines that run throughout the project area.

SMUD-5 Response

The following paragraph is to be inserted after the first paragraph on page 262 of the Draft EIR:

> *By July 1992, the Sacramento Municipal Utility District is scheduled to complete the North Sacramento Electric Study Plan (NSESP), including updated facility descriptions and planned improvements for the project area. A copy of the NSESP will be provided to the SHRA. Facilities within the project area that were not shown in Exhibit __ will be identified in the NSESP. These facilities include existing lines between Del Paso Boulevard and a planned overhead 69 kV line extension from Northgate Boulevard to the western section of the area.*

SMUD-6 Response

Under the heading of Electricity in the Mitigation Measures section (page 279), the following mitigation measure is added.

> *49. Prior to the issuance of any development permits, individual project applicants shall consult with the Sacramento Municipal Utility District regarding electrical distribution, acquisition of rights of way, and utility easements. This shall be done to the satisfaction of the Agency's Environmental Coordinator, in conjunction with the Director of SMUD.*

SMUD-7 Response

Under the heading of Electricity in the Mitigation Measures section (page 279), the following measures are added:

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

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

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

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

FCS-1 Response

The following sentence is added after the second sentence of the first paragraph on page 267:

The cost for sanitary sewer improvements is estimated at $6,200 per acre.

FCS-2 Response

The following sentence is added after the fourth sentence of the second full paragraph on page 267:

The cost for storm drainage improvements is estimated at $6,200 per acre.

RESPONSES TO ORAL COMMENTS

SHRC-3 Response

The second sentence of the third paragraph in the column "Description of Impact" on page li of the Draft EIR is changed to read as follows:

> The existing lifespan of the existing landfill is estimated for another ~~2.5~~ *2.25* years.

A complete revised Project Summary matrix is provided in Appendix G.

SHRC-4 Response

The second sentence of the fourth paragraph on page 259 of the Public Services and Utilities section of the Draft EIR is changed to read as follows:

> The Sacramento County landfill current*ly* receives approximately ~~846,000~~ *836,718* tons of mixed municipal refuse each year.

KJ-1 Response

The fifth sentence of the first paragraph in the column "Description of Impact," on page xvii of the Draft EIR is changed to read as follows:

> To the west and northwest, the Union Pacific Railroad ~~Tracts~~ *Tracks* and Altos/Traction Avenues act as major barriers between the project area and adjacent areas.

A complete revised Project Summary Matrix is provided in Appendix G.

DA-1 Response

The first complete paragraph on page 54 of the Draft EIR is changed to read as follows:

> The Circulation Improvement Plan identifies the following improvements in the project area:
>
> - Del Paso Boulevard/Arden Way Intersection Improvements
> - Del Paso Boulevard/El Camino Avenue Intersection Improvements

- ~~Railroad Overcrossings at Arden Way and the Southern Pacific Railroad (SPRR) tracks, El Camino Avenue and the SPRR tracks, and Arcade Boulevard and the SPRR tracks.~~

- Evergreen Street Extension to SR 160

- Arden-Garden Connector

- Exposition Boulevard Connector

BS-2 Response

"Haggenwood" has been changed to "Hagginwood" in the following places in the Draft EIR:

- Page 81 in Table G
- Page 82 in Table H
- Page 83 in Table I
- Page 84 in Table J
- Page 85, fourth sentence, last paragraph
- Page 87, second sentence, first paragraph
- Page 88, Table L
- Page 89, notes for Table M
- Page 104, Table S
- Page 261, Table SS

BS-3 Response

The following passage is added to the last paragraph on page 79 of the Draft EIR, after the second sentence:

> *Please note that the names for specific areas were taken from Census Tract Data and that several of these neighborhoods have alternate names. North Norwood is also known as Johnson Heights; Arden Arcade is known as Ben Ali; and Noralto has sections known as Richardson Village and Will Acres.*

BS-5 Response

The title of Table J on page 84 of the Draft EIR is changed to read as follows:

TABLE J

EDUCATION

(~~Years~~ *Highest Level* of School Completed by Persons 25 Years Old and Over)

BS-8 Response

The third bulleted item under the heading "Development Trends" on page 36 of the Draft EIR is changed to read as follows:

- The community's history as ~~an~~ *a separate* incorporated jurisdiction and the physical and man-made barriers have resulted in a street and circulation system that is uncoordinated with the rest of the City of Sacramento.

APPENDIX A

INCREASED INTENSITY ALTERNATIVE ENVIRONMENTAL ANALYSIS

INCREASED INTENSITY ALTERNATIVE

INTRODUCTION

The following analysis provides a quantitative assessment of potential environmental effects associated with the Increased Intensity Alternative of the North Sacramento Redevelopment Plan. At the request of Agency staff, expanded evaluations have been prepared for Employment, Housing, Traffic and Circulation, Air Quality, Noise, and Public Services and Utilities.

DESCRIPTION OF ALTERNATIVE

The boundaries and parameters of the Increased Intensity Alternative will be the same as those of the proposed plan. However, under this scenario, a business park will be developed in the southern portion of the project area along both sides of Highway 160.

The business park would include 200 multi-family residences units in addition to the proposed 526 new residential units allowed for under the proposed plan. The business park would also contain 1.8 million square feet of office space and 500,000 square feet of industrial space. These development levels would replace the 480,000 square feet of office space and 896,500 square feet of industrial space initially proposed for this vacant portion of the project area. Using these increased development assumptions for the business park and the overall development potential of the redevelopment plan, the net development figures for this alternative would be 726 dwelling units, 1,860,000 square feet of office space and 880,600 square feet of industrial space. Overall, implementation of this alternative would increase the combined industrial and office square footage by 923,500.

EMPLOYMENT

INTRODUCTION

In response to the changes in the development figures for the Increased Intensity Alternative, a detailed analysis is provided below which estimates the additional number of employment opportunities associated with the increased level of development afforded by the alternative.

EXISTING CONDITIONS

For a detailed review of the existing employment conditions in the project area and surrounding areas refer to the Existing Conditions of the Population and Employment section in the Draft EIR.

IMPACTS

Regional and Citywide Employment

Impact

The job figures presented in this discussion are based on generation rates for employees per net square foot of development as provided in the technical appendices for City of Sacramento General Plan. These factors were applied to the square footage of development included in the Increased Intensity Alternative resulting in an increase 3,393 employees. These figures were then added to the high-end employment figures presented in Table N of the Draft EIR (6,147). (Refer to the Revised Table N in the Errata.) The variation in the total of employees exists due to the differing generation rates caused by the shift of development from industrial to office use.

The Increased Intensity Alternative will provide for a significant amount of employment opportunities in the project area. Based upon employment generation rates, it is estimated that overall development of the Increased Intensity Alternative will provide for as many as 9,540 new jobs within the project area. The additional square footage of this intensification of land uses around the Highway 160 area will account for approximately 3,393 of the total number of employment opportunities in the project area. Please see Tables A and B. Note that the development information provided for the Increased Intensity Alternative is depicted in net square footages. The generation rates utilized were taken from the Sacramento General Plan Update Technical Appendices. The generation rates initially utilized for the proposed plan were taken from the North Sacramento Community Plan and reflect figures provided in gross acreage rather than net square footage.

TABLE A

EMPLOYEES ASSOCIATED WITH THE INTENSIFICATION OF LAND USES INCREASED INTENSITY ALTERNATIVE

Office	+1,320,000 sq. ft.	300 sq.ft./employee	+4400
Industrial-Employee Intensive	-346,500 sq. ft.	350 sq.ft./employee	-1,133
Retail	37,890 sq. ft.	300 sq.ft./employee	126
TOTAL			**3,393**

Source: City of Sacramento General Plan

TABLE B
(*REVISED* TABLE N)

EMPLOYEE GENERATION RATES
NORTH SACRAMENTO COMMUNITY PLAN

	~~NET~~ ACRES[1]	**EMPLOYEE[2] DENSITIES/ACRES**	**TOTAL**
Retail	4.21	15	63
Office	36.0	~~15~~ *30-40*	~~540~~ *1,080-1,440*
Industrial	116.10	30-40	3,483-4,644
TOTAL			~~**4,086-5,247**~~ *4,626-6,147*

Source: North Sacramento Community Plan.

[1]Figures are taken from analysis of buildout on vacant areas. Estimation of these figures is discussed in Appendix B of this EIR.

[2]These standards are from page 31 of the North Sacramento Community Plan.

The overall increase in the employment opportunities of this area could potentially contribute to the jobs/housing imbalance identified in the Draft EIR in the area.

The increased number of jobs in this area could draw workers from other areas of the region thus attracting workers seeking housing within the local area of their employment center.

This is considered a significant impact which is addressed in the Housing section of this Alternative Analysis.

It is also anticipated that the increased level of office use of the Increased Intensity Alternative will provide an increased demand for skilled office workers. Based upon Table P in the Employment section of the Draft EIR office workers are paid at a relatively higher salary range than other types of work, such as retail and industrial. This could potentially provide local residents with opportunities for increasing the currently low to medium income levels associated with this area. This is not considered as a significant impact and could potentially be seen as economically and socially beneficial to the project area.

Mitigation Measures

None required.

City Policies and Requirements

Commerce and Industry Land Use Element

Please refer to CP10-CP17 on pages 94 and 95 in the Population and Employment section of the Draft EIR.

Business Displacement

Impact

The discussion of local business displacement is discussed in the Employment section of the Draft EIR. The Increased Intensity Alternative as amended only effects vacant property, and overall, will have the same level of impacts as discussed in the Draft EIR. Impacts can be mitigated to a level of insignificance.

Mitigation Measures

Please refer to mitigation measure 2 on page 96 of the Population and Employment section in the Draft EIR.

City Policies and Requirements

Refer to CP23 on page 112 of the Housing section in the Draft EIR.

CUMULATIVE IMPACTS

Regional and Citywide Employment

Impact

The proposed alternative, in conjunction with other past, present, and reasonably foreseeable future projects, will have a cumulative impact on the growth of employment opportunities in the area and on the attainment of a jobs/housing balance. The creation of job opportunities which create a jobs/housing imbalance leading to housing demand in excess of supply can be partially mitigated, but remains significant and unavoidable. Applicable policies and requirements which have been incorporated into the project are provided below.

Mitigation Measures

Please refer to mitigation measure 3 on page 111 of the Housing section in the Draft EIR.

City Policies and Requirements

Refer to CP18-CP23 on pages 111 and 112 of the Housing section in the Draft EIR.

Business Displacement

Impact

The discussion of local business displacement is discussed in the Employment section of the Draft EIR. The Increased Intensity Alternative will have the same level of impacts as discussed in the Draft EIR. Impacts can be mitigated to a level of insignificance.

Mitigation Measures

Please refer to mitigation measure 2 on page 96 of the Population and Employment section in the Draft EIR.

City Policies and Requirements

Refer to CP23 on page 112 of the Housing section in the Draft EIR.

LEVEL OF SIGNIFICANCE

Regional and Citywide Employment

The development of the proposed project will create a significant amount of new employment opportunities which will rely upon affordable housing within the City. This impact is partially addressed by policies and requirements which have been incorporated into the proposed project, but remains significant and unavoidable.

Local Employment

Development of the proposed alternative will increase the amount of employment opportunities and the demand for skilled local workers. Due to the continued increase in numbers of educated or skilled workers in the project area, and the implementation of City policies and requirements proposed as part of the project, this impact is considered less than significant.

The proposed alternative, in conjunction with other past, present, and reasonably foreseeable future projects will have a cumulative impact on the growth of employment opportunities in the area and on the attainment of a jobs-housing balance. The creation of jobs or employment opportunities in and of itself is not considered a significant cumulative impact.

Business Displacement

The implementation of the proposed alternative, in conjunction with other past, present, and reasonably foreseeable project will result in the displacement of businesses. The project's contribution to this impact can be mitigated to a level of insignificance.

HOUSING

INTRODUCTION

This discussion which follows focuses on the effect of the Increased Intensity Alternative on the housing stock of the proposed Redevelopment Area, and the contribution it makes to the jobs/housing imbalance identified in the Housing section of the Draft EIR.

EXISTING CONDITIONS

A thorough review of existing housing characteristics is provided in the Draft EIR. Information is included regarding regional and City-wide housing, and project area housing (condition, age, vacancy, occupancy, and costs).

IMPACTS AND MITIGATION

Impact

The Increased Intensity Alternative will contribute an additional 200 multi-family residences to the proposed project for a total of 726 new dwelling units on presently vacant land. The creation of additional new housing units will contribute to the number of housing units both in the project area and City-wide.

An increase in the demand for housing will be created by the addition of 9,540 new jobs in the project area. The Increased Intensity Alternative accounts for 3,393 of these jobs[1].

The State Department of Housing and Community Development report Jobs-Housing Balance (December 1987) includes a formula for estimating housing demand as follows:

$$\text{number of dwelling units (ideal)} = \frac{\text{total jobs}}{\text{workers per household}} \times (1 + \text{desired vacancy rate})$$

Assumptions: total jobs under alternative = 9,540

jobs attributed to increased intensity of development = 3,393

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[1]The job figures presented in this discussion are based on generation rates for employees per net square foot of development as provided in the Technical Appendices for the City of Sacramento General Plan. These factors were applied to the square footage of development included in the Increased Intensity Alternative. These figures were then added to the high-end employment figures presented in Table N of the Draft EIR. A variation in total number exists due to the differing generation rates and the shift of some development from industrial to office.

worker per household = 1.045 based on Neighborhood Census information (average workers per household for neighborhoods)

desired vacancy rate = 2% (SACOG regional housing needs assessment for owner occupied homes)

According to the formula, total housing demand would be 9,312 units. The alternative accounts for 3,312 of these units. The additional number of units provided under the Alternative could accommodate some of this new demand. However, overall, the additional employment in relationship to the potential for new housing units represents a substantial contribution to the jobs/housing imbalance. The jobs/housing issue is partially addressed by City policies and requirements CP18-CP23 which have been incorporated into the proposed project. This impact can be partially mitigated by mitigation measure 3, but remains significant and unavoidable until full implementation of policies and requirements and mitigation measures.

Mitigation Measure

Please refer to mitigation measure 3 on page 111 of the Housing section in the Draft EIR.

City Policies and Requirements

Please refer to CP18-CP23 on pages 111-112 of the Housing section in the Draft EIR.

Vacancy

Impact

The vacancy rate may drop in the project area due to increased housing demand as a result of new employment opportunities. The vacancy rate in the immediately surrounding vicinity, and the City as a whole, could be expected to decrease due to the alternative's contribution to the jobs/housing imbalance in the project area. Impacts associated with vacancy rates are considered less than significant.

Mitigation Measures

None required.

City Policies and Requirements

None applicable.

Housing Costs and Rental Rates

Impact

Precise impacts of the proposed project to housing costs cannot be accurately forecasted due to the inability to predict market changes. Generally, housing costs and rental rates can be expected to rise in conjunction with increased housing demand and declining vacancy rates. As the project area realizes the effects of the proposed Redevelopment Plan, renewed economic vitality may result in gentrification of the residential areas.

Increases in housing costs and rental rates in the project area and City-wide as a result of implementation of the alternative in question is a significant impact which is partially addressed by City policies and requirements which have been incorporated into the proposed project. Applicable City policies and requirements are provided below. This impact, however, remains significant and unavoidable.

Mitigation Measures

None applicable.

City Policies and Requirements

Please refer to City policies and requirements CP18 and CP21 on page 113 of the Housing section in the Draft EIR.

CUMULATIVE IMPACTS

Impact

Due to the proposed increase in commercial office, and industrial space in the project area under the Increased Intensity Alternative, the proposed project, in conjunction with past, present, and reasonably foreseeable projects, would also generate additional demand for housing in the regional and local areas. Some of the impact will be alleviated because of the plan for construction of new residential units called for under the alternative in question. It is anticipated that these units will not meet the demand of the additional employees generated from the proposed Increased Intensity scenario, and may contribute to the City's jobs/housing imbalance. This is considered a significant cumulative impact that can be partially mitigated, but will remain significant and unavoidable until successful implementation of goals, policies, programs, and mitigation measures.

Mitigation Measures

Please refer to mitigation measure 3 on page 111 of the Housing section of the Draft EIR.

City Policies and Requirements

City policies and requirements CP18 - CP23 noted above would apply.

LEVEL OF SIGNIFICANCE

Impacts to vacancy rates and the creation of new housing units associated with implementation of the Increased Intensity Alternative are considered less than significant.

The jobs/housing imbalance can be partially mitigated, but remains significant and unavoidable until full implementation of City policies and requirements and mitigation measures.

The potential for increases in housing costs and rental rates is partially addressed by the proposed project, but remains significant and unavoidable.

In conjunction with other past, present, and reasonably foreseeable projects, the alternative will contribute to a jobs/housing imbalance. This is considered a significant cumulative impact that can be partially mitigated, but will remain significant and unavoidable until full implementation of City policies and requirements and mitigation measures.

TRAFFIC AND CIRCULATION

INTRODUCTION

The "Existing Conditions with Proposed Project" analysis in the Draft EIR was revised to reflect the land use assumptions of the Increased Intensity Alternative. The Increased Intensity Alternative was assumed to include the circulation improvements of the proposed project: 1) the Arden-Garden Connector; 2) the Exposition Extension; and 3) the Evergreen Extension. Table A provides projected levels of service at the six intersections analyzed in the project area.

Methodology

2010 Traffic Projections (Daily Volumes)

The 2010 land use assumptions by traffic zone in the SacMet model were revised to reflect the potential net new development for the Increased Intensity Alternative of the North Sacramento Redevelopment Plan. The land use assumptions in the project area are detailed by traffic zone in Attachment A of Appendix B.

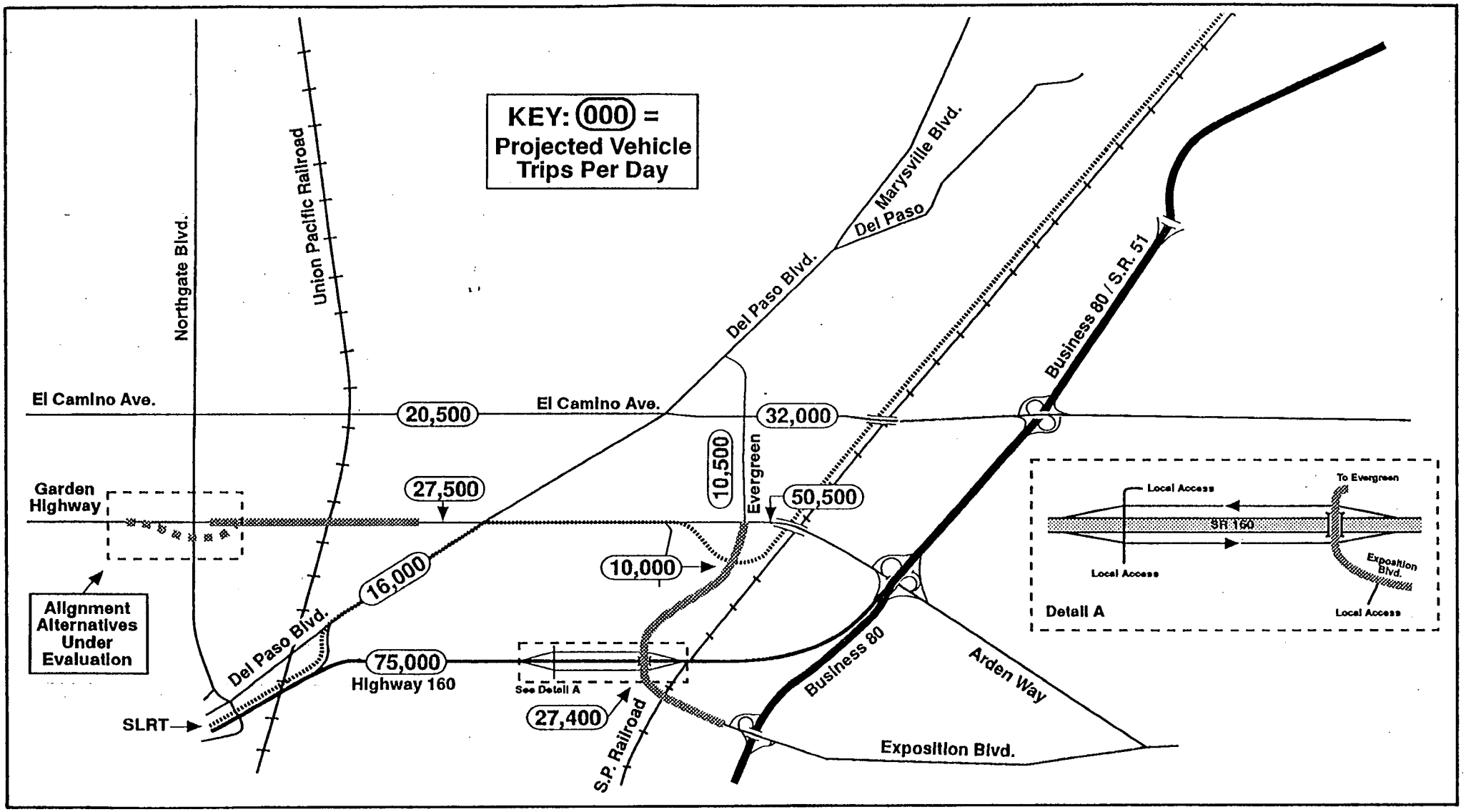
The traffic projections for the number of vehicles per day on the principal roadways in the project area were then developed for the future study year of 2010. Average daily traffic projections for the Increased Intensity Alternative and other cumulative development in the year 2010 are presented in Exhibit 1. The Increased Intensity Alternative was analyzed with the assumption that the proposed circulation improvements of the Arden-Garden Connector, the Exposition Extension, and the Evergreen Extension would be in place for the 2010 study year.

Peak Hour Traffic Operations for 2010

The average daily traffic projections for 2010 were used to develop projected a.m. and p.m. peak hour turning movements at the intersections where existing conditions were also evaluated. These projected peak hour turning movements were used to calculate future levels of service for the intersections evaluated in the proposed Redevelopment Area. The projected levels of service are summarized in Tables C and D on the following page.

IMPACTS AND MITIGATION

Under CEQA, increases in traffic that are substantial in relation to the load and capacity of the street system are significant impacts. For purposes of this EIR, conflicts with traffic standards and planned circulation improvements are also considered significant. The traffic standards for the City of Sacramento define a V/C ratio greater than .80 (LOS C) as a significant impact. Additionally, for existing intersections at .80 or LOS "C", the Transportation Division considers a 0.2 increase to the level of service "C" intersections to also be a significant impact.



Source: MKK Transportation

INCREASED INTENSITY ALTERNATIVE PLUS CUMULATIVE GROWTH TRAFFIC VOLUMES

NORTH SACRAMENTO REDEVELOPMENT PLAN EIR
Sacramento Housing and Redevelopment Agency

STA inc.
no scale

Exhibit 1

TABLE C

INCREASED INTENSITY ALTERNATIVE
PROJECTED CUMULATIVE TRAFFIC OPERATIONS FOR 2010
P.M. PEAK HOUR

	PROPOSED PROJECT		INCREASED INTENSITY ALTERNATIVE	
INTERSECTION	LOS[1]	V/C[2]	LOS	V/C
Arden Way/Del Paso/ Grove/Canterbury	F	2.18	F	2.18
Arden Way & Royal Oaks/Beaumont	C	0.71	C	0.72
Arden Way & Evergreen	F	1.44	F	1.48
El Camino & Del Paso	E	0.93	F	0.93
El Camino & Evergreen	D	0.88	D	0.89
Del Paso & Evergreen/ Lampasas	D	0.81	D	0.81

TABLE D

INCREASED INTENSITY ALTERNATIVE
PROJECTED CUMULATIVE TRAFFIC OPERATIONS FOR 2010
A.M. PEAK HOUR

	PROPOSED PROJECT		INCREASED INTENSITY ALTERNATIVE	
INTERSECTION	LOS[1]	V/C[2]	LOS	V/C
Arden Way/Del Paso/ Grove/Canterbury	F	1.70	F	1.70
Arden Way & Royal Oaks/Beaumont	A	0.59	A	0.60
Arden Way & Evergreen	F	1.11	F	1.13
El Camino & Del Paso	A	0.49	A	0.49
El Camino & Evergreen	A	0.52	A	0.53
Del Paso & Evergreen/ Lampasas	A	0.34	A	0.34

Notes: [1]Level of Service (See Traffic and Circulation sections of the Draft EIR for definitions of the different levels of service.)

[2]Volume-to-Capacity Ratio

Traffic Operations

Impact

As can be seen in Table E, traffic operations for the Increased Intensity Alternative are projected to be very similar to the proposed project. Minor increases in the volume-to-capacity ratios are projected at three of the six intersections, but the projected level of service changes at only one location, deteriorating from LOS "E" to LOS "F" at the Arden Way and Evergreen intersection during the p.m. peak hour. Provision of adequate turn lanes on the Evergreen Street approaches would provide sufficient capacity to achieve LOS "C" at this intersection. The feasibility of providing these turn lanes is not known and will have to be investigated by the City Public Works Department during the engineering feasibility studies for the Evergreen Extension.

Mitigation Measures

Mitigation measures 5-7 on pages 134 and 135 of the Draft EIR would apply.

City Policies and Requirements

City Policies and Requirements CP24-CP28 on page 135 of the Draft EIR would apply.

Cumulative Impacts

Impact

Implementation of the Increased Intensity Alternative along with cumulative development will result in V/C ratios that reflect very poor levels of service during peak hours at most of the intersections analyzed in the project area under cumulative conditions. During the p.m. peak hour, all intersections with the exception of Arden Way and Royal Oaks Street/Beaumont Street are projected to experience a level of service below the City of Sacramento standard of LOS "C". The three intersections of Arden Way and Royal Oaks/Beaumont, Arden Way and Evergreen, and El Camino and Evergreen are projected to have slightly higher volume-to-capacity ratios during both a.m. and p.m. peak hours under the Increased Intensity Alternative. Only Arden Way and Royal Oaks/Beaumont will maintain an acceptable level of service.

Although poor levels of service are projected for five of the six intersections in the proposed Redevelopment Area, the Increased Intensity Alternative by itself does not generate the traffic impacts at these intersections. These traffic impacts were evaluated on a very general level in the 1988 City of Sacramento General Plan Update. The roadway improvement projects of the Arden-Garden Connector, the Evergreen Extension and the Exposition Extension were recommended as projects to be evaluated and constructed by the City's Public Works Department, and engineering and environmental review studies are currently in progress under the City's Capital Improvement Program.

TABLE E

PROJECTED TRAFFIC OPERATIONS
INCREASED INTENSITY ALTERNATIVE

	A.M. PEAK HOUR						P.M. PEAK HOUR					
INTERSECTION	EXISTING		PROJECT		ALT.		EXISTING		PROJECT		ALT.	
	LOS[1]	V/C[2]	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C
Arden Way/Del Paso/Grove/ Canterbury	C	0.76	F	1.30	F	1.30	E	0.97	F	1.52	F	1.52
Arden Way & Royal Oaks/ Beaumont	A	0.53	A	0.56	A	0.57	B	0.64	B	0.67	B	0.68
Arden Way & Evergreen	A	0.60	D	0.88	D	0.88	C	0.78	E	0.99	F	1.02
El Camino & Del Paso	A	0.34	A	0.38	A	0.38	B	0.64	C	0.78	C	0.78
El Camino & Evergreen	A	0.40	A	0.48	A	0.49	B	0.68	C	0.75	C	0.77
Del Paso & Evergreen/ Lampasas	A	0.20	A	0.25	A	0.25	A	0.48	A	0.50	A	0.50

Source: MKK Transportation

Notes: [1]Level of Service (See Traffic and Circulation Section in Draft EIR for definitions of the different levels of service.)

[2]Volume-to-Capacity Ratio

Cumulative impacts can be partially mitigated with implementation of mitigation measure 5-7, City policies and requirements, and adoption of the recommendations below. These impacts remain significant and unavoidable.

Mitigation Measures

Mitigation measures 5-7 on pages 134 and 135 of the Draft EIR would apply.

City Policies and Requirements

City Policies and Requirements CP24-CP28 on page 135 of the Draft EIR would apply.

Recommendations

If the Increased Intensity Alternative is implemented, it is recommended that the Redevelopment Agency work with the City of Sacramento to ensure that acceptable levels of service can be provided on streets and at intersections in the project area. The appropriate engineering feasibility studies should be conducted at the following intersections:

- Arden Way and Del Paso Boulevard intersection: The Grove Street and Canterbury Street approaches to the intersection could be considered for diversion to alternative routes. The feasibility of diversion of these approaches as well as other methods to provide adequate levels of service are under evaluation by the Public Works Department of the City of Sacramento as part of the Arden-Garden Connector project.

- Arden Way and Evergreen intersection: Adequate turn lanes for the Evergreen Street approaches should be investigated during the engineering feasibility studies for the Evergreen Extension.

- El Camino and Del Paso: Engineering feasibility studies should be prepared to investigate if sufficient right-of-way is available to provide additional turn lanes.

- El Camino and Evergreen: Adequate turn lanes for the Evergreen Street approaches should be investigated.

- Del Paso and Evergreen/Lampasas: Adequate turn lanes for the Evergreen and Lampasas approaches should be investigated.

LEVEL OF SIGNIFICANCE

The Increased Intensity Alternative is projected to have slightly higher volume-to-capacity ratios than the proposed project at three of the six study area intersections. The project

level of service would deteriorate under the Increased Intensity Alternative at the intersection of Arden Way and Evergreen from LOS "E" under the proposed project to LOS "F". This is an impact that can be partially mitigated, but remains significant and unavoidable.

The Increased Intensity Alternative, in conjunction with 2010 cumulative development, will result in V/C ratios that reflect very poor levels of service during peak hours at most of the intersections analyzed in the study area as well as on SR 160. This represents a significant unavoidable impact, until mitigation measures are fully implemented.

AIR QUALITY

INTRODUCTION

Increased intensity creates more automobile traffic which generates more air pollution. Any development alternative that engenders greater levels of growth has a greater individual air quality impact. However, on a regional scale over which vehicular pollutants react to form smog, the impact is only greater if the additional growth increment were to simply vanish if the project is developed at a lower intensity. In reality, evaporation of demand for space normally does not happen. Demand not met in the North Sacramento Redevelopment Area will be met somewhere else. Air quality impact minimization is achieved if land use intensification occurs where access via single occupant vehicles is minimized or travel distances are shortened.

Intensified land uses as compared to comparable dispersed uses may actually help to implement the air quality improvement objective in several ways. By increasing the possible participant density (employees per unit area), mode shift strategies such as carpooling or transit use are better optimized. Extension of service for a variety of non-single occupant transportation options will likely occur if the potential participant pool is large and highly concentrated.

A clear-cut relationship between project size and air quality impact does not exist on an individual project basis. There is thus no linear relationship between the addition of 923,500 square feet of development in excess of the original proposed Redevelopment Plan and regional air quality. The individual project impact is greater, but the regional air quality impact will be similar, and could even be slightly less.

EXISTING AIR QUALITY

A detailed account of existing air quality in the project area is provided in the Air Quality section of the EIR.

IMPACTS AND MITIGATION

Regional vehicular emissions from the Increased Intensity Alternative were calculated using the same methodology as for the original redevelopment plan. Sacramento Municipal Air Quality Management District (SMAQMD) trip length and vehicle mix factors were combined with regional trip generation to calculate the additional pollution burden associated with this alternative. The results are summarized in Table F.

TABLE F

INCREASED INTENSITY ALTERNATIVE
MOBILE SOURCE AIR QUALITY IMPACT (2010)

	EMISSIONS (pounds/day)				
	ROG	**NO_x**	**CO**	**PM_{10}**	**SO_2**
Original Plan	222.5	367.8	2,449.9	789.2	31.3
Increased Intensity	374.6	691.8	4,105.3	1,425.9	52.5
Total Area Buildout	983.5	1,656.0	10,724.0	1,861.1	142.7
AQMD Sign. Threshold	150.0	150.0	550.0	80.0	150.9

Source: Table HH (Draft EIR, page 162) and URBEMIS3 Computer Model

Short-Term Impacts

Impact

The proposed project will have a short-term impact on air quality caused by construction activities. The demolition and clearing of existing uses, the excavation of subsurface utilities, the preparation of foundations and footings, and building assembly will create temporary emissions of dust, fumes, equipment exhaust, and other air contaminants throughout the project construction period. Emissions from such activities are difficult to estimate because the available published daily emissions data is almost exclusively for low-rise construction (shopping centers, residential, streets, etc.) and not fully applicable to the proposed 15-year redevelopment plan. Individual project size and phasing are furthermore not known well enough to allow for any specific quantification of project construction impacts. The following discussion is therefore general rather than project-specific.

The most significant source of air pollution from project construction will probably be the dust generated during clearing, excavation and site preparation. The average dust emissions factor for construction activities is around 100 pounds per day per acre disturbed if no dust control measures are implemented. With dust control measures required to comply with the nuisance abatement rule of the AQMD, dust levels can be reduced by 50 to 75 percent. In the project area, the prevailing winds are southwest to northeast during the daytime. This is especially true during the driest months. Redevelopment activity dust may be transported from an individual construction site to nearby dust-sensitive receptors. With respect to any health impacts, it should be noted that most construction dust (unless a building being demolished contains asbestos) is comprised of large particles that are easily filtered by human breathing passages, but settles out rapidly on parked cars and other nearby horizontal surfaces. It thus comprises more of a soiling nuisance rather than any potentially unhealthful air quality impact. Testing for asbestos or other toxic air contaminants is required prior to construction permits being granted to protect public health.

Equipment exhaust as well will be released during temporary construction activities. This will occur from on-site mobile sources during site preparation and from off-site vehicles hauling building materials during actual construction. Heavy-duty equipment emissions are difficult to quantify because of day-to-day variability in construction activities and equipment used. Typical emission rates for construction/redevelopment of one acre of commercial use are provided in Table FF of the Draft EIR (page 156). Depending on the amount of the redevelopment area under simultaneous construction, daily emissions (especially NO_x) could be substantial. Daytime ventilation during much of the year in Sacramento is usually more than adequate to disperse any local pollution accumulations near the project site. Impacts will be confined to an occasional "whiff" of characteristic diesel exhaust odor. It is not anticipated to be in sufficient concentration to expose any nearby receptors to air pollution levels above acceptable standards. More detailed analyses will be necessary for individual redevelopment projects with potential for dust and equipment emissions lofting toward nearby sensitive receivers.

While most construction activity impacts are confined to the immediate project vicinity, there is some potential for impacts to spill over into the surrounding community. Such effects include deposition of dirt on public streets from erosion, spillage from truck tires that is then pulverized and lofted by passing vehicles. Other effects include land closures for utility improvements, construction vehicles idling for extended periods of competing with other vehicles for roadway capacity, and vehicular emissions from contractor employee commuting. Most of these effects can be kept at an insignificant level through proper project management and "good housekeeping" procedures for any individual project. With multiple projects under simultaneous construction, such effects could become significant given the non-attainment status of the airshed for ozone, carbon monoxide, particulate matter, and visibility. Construction-related impacts can be mitigated to a level of insignificance with implementation of mitigation measure 8.

Mitigation Measures

Mitigation measure 8 on page 157 of the Air Quality section in the Draft EIR would apply.

City Policies and Requirements

None applicable.

Long-Term Local Impacts

Impact

The increase of traffic on local roadways under the Increased Intensity Alternative is not expected to have an impact on localized ambient air quality standards.

Long-Term Regional Impacts

Impact

The Increased Intensity Alternative expands the project's contribution to the regional pollution burden by 80 percent of the burden of the original plan. The SMAQMD threshold is exceeded for the original plan for the most pollution categories, and is exceeded by a wider margin for this alternative. As previously noted, however, regional significance cannot be measured on the basis of any single project. The alternative has greater associated emissions, but also greater opportunity to reduce those emissions. Such emissions will create a cumulatively significant impact wherever they occur in the Sacramento area.

By optimizing the degree of mitigation, the cumulatively significant impact can be lessened to support a finding of an individual impact's insignificance despite project size or scope. Certainly the larger scope places a greater responsibility on individual project proponents and the Agency to ensure that such mitigation is made an integral part of the

Redevelopment Plan. Transportation control measures that go beyond any minimum AQMD or City trip reduction ordinances thus should be clearly identified, funded, and implemented if the Increased Intensity Alternative is adopted.

If a significant impact were to occur, it would most likely be due to greater vehicular stagnation creating a greater localized "hot spot" potential. The traffic study shows little potential for any substantial local traffic stagnation. The limited roadway system impact from this alternative is reflected in negligible microscale air quality impacts as shown in Table G. Microscale CO levels under the Increased Intensity Alternative are almost indistinguishable from those under the original Redevelopment Plan. No individually adverse air quality impacts from implementation of this alternative are therefore predicted on either a local or a regional scale.

Mitigation Measures

None required.

City Policies and Requirements

None applicable.

CUMULATIVE IMPACTS

The Increased Intensity Alternative, in conjunction with other past, present, and reasonably foreseeable future projects, will cause vehicular emissions to be added to an airshed already exceeding standards and under orders to reduce not emissions levels. This is a cumulatively significant impact that can be partially mitigated by mitigation measure 10 but remains significant and unavoidable.

Mitigation Measures

Mitigation measure 10 on page 163 of the Air Quality section in the Draft EIR would apply.

City Policies and Requirements

None applicable.

LEVEL OF SIGNIFICANCE

Micro-scale impacts are considered less than significant. Construction-related air quality impacts can be mitigated to a level of insignificance. The Increased Intensity Alternative contribution to long-term local and cumulative air quality impacts can be partially mitigated but remains significant and unavoidable.

TABLE G

INCREASED DEVELOPMENT INTENSITY ALTERNATIVE
Microscale Air Quality Impact Assessment
(1-Hour CO Concentration [ppm])

LOCATION	1990 EXISTING	ORIG. PLAN	2010 INTEN. INCREASE
Arden Way/Del Paso/Grove/Canterbury	14.8	18.1	18.1
Arden Way & Royal Oak/Beaumont	12.4	12.2	12.4
Arden Way & Evergreen	13.7	18.0	18.4
El Camino & Del Paso	12.4	13.7	13.7
El Camino & Evergreen	12.5	12.9	12.9
Del Paso & Evergreen/Lampasas	11.6	12.7	12.7

Source: CO Screening Procedure Based on CALINE4 Computer Model

Values include a 10.4 ppm non-local, 1-hour background contribution based on Del Paso Manor baseline measurements.

1-Hour State CO standard = 20 ppm

1-Hour Federal CO standard = 35 ppm

NOISE

INTRODUCTION

The description of the Increased Intensity Alternative indicates that changes in development patterns will not occur; only an increase in the level of intensity of development on a vacant portion of land near Highway 160 is projected. The noise analysis of this change is based on updated traffic volume figures provided by MKK Transportation/Dowling Associates located in the traffic analysis for this alternative. The noise calculations were computed using the Highway Noise model published by the Federal Highway Administration ("FHWA Highway Traffic Noise Prediction Model" FHWA-RD-77-108 December 1978). It should be noted that the noise values presented in Tables H and I do not take into account the effect of any noise barriers or topography that may affect ambient noise levels.

EXISTING NOISE LEVELS

For a detailed analysis of the existing noise levels of the project area refer to the Noise section of the EIR.

IMPACTS AND MITIGATION

The detailed traffic analysis provided by MKK Transportation/Dowling Associates identified five roadway segments within the project area which would encounter increases in traffic volumes due to the increased level of development. All other roadway segments will maintain their traffic volumes and thus the noise analysis of these roadway segments will be identical to the noise impacts identified for the proposed project addressed in the Noise section of the Draft EIR.

For purposes of this analysis, a discussion of noise levels associated with each roadway segment and the surrounding land uses will be provided. Table H provides a list of existing-plus-project noise figures. Table I provides a comparison between the existing-plus-project figures and the Increased Intensity Alternative.

Temporary Construction Noise

Impact

The proposed project will generate temporary construction noise on a short-term and long-term basis. Construction-related noise impacts can be anticipated throughout the 15-year buildout period. Construction-related noise sources include such emitters as trucks, bulldozers, grading equipment, concrete mixers, and portable generators. These temporary construction noise impacts can be reduced to a level of insignificance through compliance with mitigation measure 11.

TABLE H
(TABLE KK OF DRAFT EIR)

EXISTING PLUS PROJECT NOISE CALCULATIONS
DISTANCE* TO CNEL CONTOUR (FEET)

ROADWAY	70 CNEL	65 CNEL	60 CNEL	55 CNEL
El Camino at Grove	0.0	51.8	162.9	514.7
El Camino beyond Evergreen	0.0	136.3	425.1	1342.1
Arden Garden Extension	0.0	125.4	392.8	1240.7
Arden Beyond Evergreen	90.7	276.8	872.1	2756.7
Del Paso at Colfax	0.0	69.3	205.9	646.6
Evergreen North of Arden	0.0	0.0	70.8	223.1
Evergreen South of Arden	0.0	0.0	78.1	240.9
Expo Extension (Evergreen @ Highway 160)	0.0	62.3	189.5	597.7
Highway 160	267.3	843.4	2666.4	8431.0

Source: STA Planning, Inc.

*Distance from roadway centerline

TABLE I

DIFFERENCE* BETWEEN PROPOSED PROJECT AND INCREASED INTENSITY ALTERNATIVE

	70 CNEL	65 CNEL	60 CNEL	55 CNEL
Arden beyond Evergreen	+22.2	+72.2	228.8	+723.5
Evergreen North of Arden	0.0	0.0	43.3	+37.2
Evergreen South of Arden	0.0	0.0	+31.9	+102.7
Evergreen @ Highway 160	0.0	+75.1	+241.5	+764.2
Highway 160	+96.8	+306.6	+969.5	+3065.7

Source: STA Planning, Inc.

*In feet.

Mitigation Measure

Mitigation measure 11 on page 174 of the Draft EIR would apply.

City Policies and Requirements

None applicable.

Traffic

Impact

The increased levels of traffic and associated increased noise levels along the Highway 160 corridor may affect the adjacent areas that are designated for industrial and labor intensive uses. These types of land uses generally allow for higher noise thresholds or "acceptable ambient noise levels" (Refer to Table II, page 168, Draft EIR) than residential uses. The normally acceptable noise levels for industrial and office uses are 70 CNEL and 65 CNEL respectively.

Based upon the noise calculations provided in Table J, it is estimated that the 70 CNEL noise contour will extend 364.1 feet outward from the centerline of the roadway. Under the Increased Intensity Alternative, the vacant areas along Highway 160 and south of Highway 160 may be the future site of a major industrial/office/residential development. Any development located with 364.1 feet of the roadway centerline would be subject to noise levels of 70 CNEL. Only industrial uses could be developed in this region without being impacted by the noise associated with the increased traffic. Other proposed uses, such as office uses would need to be at least 364.1 feet away from the roadway centerline to avoid any noise incompatibilities. Based upon the noise calculations, residential uses would need to be at least 3,635.9 feet away from the roadway centerline in order to avoid any noise incompatibilities. The noise impacts to the proposed uses are considered significant impacts, but these impacts can be reduced to a level of insignificance through future site-specific noise analysis and proper development siting.

Mitigation Measure

None required.

City Policies and Requirements

City Policies and Requirements CP29-CP385 on pages 177-178 of the Draft EIR would apply.

TABLE J

INCREASED INTENSITY ALTERNATIVE
NOISE ANALYSIS
DISTANCE* TO CNEL CONTOUR

SEGMENT	70 CNEL	65 CNEL	60 CNEL	55 CNEL
Highway 160	364.1	1150.0	3635.9	11,496.7
Evergreen @ Highway 160	0.0	137.4	431.0	1361.9
Evergreen South of Arden	0.0	0.0	110.0	343.6
Evergreen North of Arden	0.0	0.0	114.1	360.3
Arden beyond Evergreen	112.9	349.0	1100.9	3480.2
Source: STA Planning, Inc.				

*Distance from roadway centerline.

Evergreen at Highway 160

Impact

This roadway segment will bisect the labor intensive use of the southern Highway 160 area and will connect to Exposition Boulevard. The increased noise levels associated with increased traffic levels in this area will not create any significant noise impacts to the proposed uses. The noise threshold for the labor intensive land use designations considers normally acceptable ambient noise levels ranging up to 65 CNEL. Based on the noise contour information provided in Table H, the 65 CNEL noise contour will extend outward 137.4 feet from the centerline of the roadway. This represents an increase of 75.1 feet from the proposed Redevelopment Plan (see Table I). Any labor-intensive development within this area will be subject to the 65 CNEL noise level. This would be considered as an insignificant impact.

Mitigation Measure

None required.

City Policies and Requirements

City Policies and Requirements CP29-CP385 on pages 177-178 of the Draft EIR would apply.

Evergreen South of Arden

Impact

This roadway segment will bisect the labor-intensive area located north of Highway 160 and south of Arden Way. The increased noise levels associated with the increased traffic in this area will not have a significant impact upon the proposed labor intensive uses. As shown in Table H, no change in distance will occur to the 65 CNEL contour. It is estimated based upon the calculations provided in Table J, that the noise levels due to traffic in this area will rarely exceed 65 CNEL, which is well within the noise compatibility range for labor-intensive uses (Refer to Table II page 168 of the DEIR). The increased noise levels are considered an insignificant impact.

Mitigation Measures

None required.

City Policies and Requirements

City Policies and Requirements CP29-32 and 36-39 on pages 178-180 of the Draft EIR would also apply.

Evergreen North of Arden

Impact

This roadway segment lies between El Camino Avenue and Arden Way. Along this portion of roadway there are a number of different land uses including industrial, labor-intensive, residential, and parkland. Based upon the distance of the CNEL noise contour provided in Table J it is estimated that the noise levels will rarely exceed 65 CNEL for this area. No change in distance to the 65 CNEL contour is anticipated. (See Table I.) For industrial and labor-intensive uses in this area, this is an acceptable ambient noise level. The residential areas near this roadway will experience increased noise levels in the area, but these noise levels will generally not exceed any noise level incompatibility standards. The increased noise levels are considered an insignificant impact.

Mitigation Measures

None required.

City Policies and Requirements

City Policies and Requirements CP29-32 and 36-39 on pages 178-180 of the Draft EIR would also apply.

Arden Way beyond Evergreen

Impact

The land use designations along this area are industrial and labor-intensive. The 70 CNEL noise contour is 112.9 feet from the centerline of the roadway and encompasses portions of these industrial and labor-intensive uses. This represents an increase of 22.2 feet from that of the proposed Redevelopment Plan. The increased noise level of the traffic in the area is within the allowed 70 CNEL noise level provided for the industrial designation. The acceptable noise range for labor-intensive uses is 65 CNEL. Some labor-intensive uses are situated 349 feet from the centerline of the site, an increase of 72.2 feet. These uses would be subject to ambient noise levels of 65 CNEL, which is within the allowable noise range. It is anticipated that no significant noise impacts will occur in this area.

Mitigation Measures

None required.

City Policies and Requirements

City Policies and Requirements CP29-32 and 36-39 on pages 178-180 of the Draft EIR would also apply.

CUMULATIVE IMPACTS

Impact

Cumulatively, the additional levels of traffic associated with the Increased Intensity Alternative will create increased noise levels for the project area. These noise levels are considered significant impacts which can be partially mitigated, but remain significant and unavoidable.

Implementation of the Increased Intensity Alternative will cumulatively generate an increased level of motor vehicles on the major arterials in the project area, thus increasing the noise levels existing uses experience in the project area. Further noise analysis may be required on a project-specific level to identify all potential noise impacts.

A review of existing noise contours (see Table NN on page 183 of the Draft EIR) provides a comparison between existing and future distances of noise contours. Distances to the 65 and 70 CNEL contours will increase substantially along El Camino Avenue beyond Evergreen Street, Arden Way beyond Evergreen Street, and Highway 160. More sensitive noise receptors such as residential uses, will be exposed to "conditionally acceptable" noise levels.

The noise impacts associated with these existing residential areas are partially addressed by City policies and requirements CP29, CP36, CP38, and CP33. Cumulative noise impacts can be partially mitigated by mitigation measures 12-14, but remain significant, and unavoidable.

Mitigation Measures

Mitigation measures 12-14 on page 177 of the Noise section in the Draft EIR would apply.

City Policies and Requirements

City policy and requirements CP29, CP36, CP38, and CP39 on pages 177 and 178 of the Noise section in the Draft EIR would apply.

Impact

Implementation of the Increased Intensity Alternative may increase the future traffic volumes along Highway 160 which will add to the noise levels of this area significantly. Under 2010 conditions the 70 CNEL noise contour will be within the boundaries of the mobile home park area. However, under these cumulative traffic conditions, the 70 CNEL noise contour will be located approximately 359 feet from the center of the roadway. Most of the mobile home park area will be subject to CNEL levels of 70 or greater. These greater levels are generally considered unacceptable for residential uses. This is a significant cumulative impact which can be partially mitigated with implementation of the mitigation measures 12-14, but remains significant and unavoidable. Applicable City policies and

requirements which partially address this impact have been incorporated into the project and are identified below.

Mitigation Measures

Mitigation measures 12-14 would apply.

City Policies and Requirements

City policies and requirements CP31 and CP35 noted above would apply.

Impact

The future circulation plans provide for the construction of the Arden-Garden Connector, the Exposition Boulevard Extension, the Evergreen Street Extension, and additional road improvements to accommodate increased traffic. Due to the increased levels of traffic that are associated with the proposed plan, more areas will experience increased noise levels. Many of the areas surveyed will not result in significant noise impacts because the surrounding areas are designated for industrial, office, or retail uses and those uses allow for greater noise levels. Impacts associated with circulation improvement-related noise are considered less than significant.

Mitigation Measures

None required.

City Policies and Requirements

None applicable.

LEVEL OF SIGNIFICANCE

Impacts associated with traffic are considered less than significant.

The impact from temporary construction noise is considered a significant impact which can be mitigated to a level of insignificance.

Cumulatively, the additional levels of traffic associated with the Increased Intensity Alternative will create increased noise levels for the project area. These noise levels are considered significant impacts which can be partially mitigated, but remain significant and unavoidable.

PUBLIC SERVICES AND UTILITIES

INTRODUCTION

In response to a request for additional analysis of the Increased Intensity Alternative, the following City of Sacramento utility purveyors were re-contacted and asked to comment on their ability to provide services and future capacity levels required to service the overall increased levels of development proposed under this Alternative.

EXISTING SETTING

The analysis provided in the Public Services and Utilities section of the Draft EIR provides background information for this discussion.

IMPACTS AND MITIGATION

Water

Impact

The Water Division of the Utilities Department anticipates that development associated with the Increased Intensity Alternative will generate a further increase in the demand for water within the project area, but the overall increase in demand will not have a significant impact upon the capacity of water provided to the project area.

The Water Division of the Utilities Department of Public Works also anticipates that like the initial redevelopment plan analyzed in the Draft EIR, the existing level of water distribution related to fire protection is substandard and will require significant upgrading. Through implementation of the plan itself, the potential impacts to water distribution will be reduced to a less than significant level. Relevant City policies and requirements pertaining to water services are provided below.

Mitigation Measures

None required.

City Policies and Requirements

City Policies and Requirements CP64-CP68 on page 266 of the EIR would apply.

CP64.A.1 Develop and adopted a comprehensive water policy for the City of Sacramento that is consistent with a long range adopted plan.

CP65.A.2 Develop and implement a financing strategy which the City can use to construct needed water facilities.

CP66.A.3 Work with property owners to develop financing arrangements in order to provide needed water facilities in newly developed areas.

CP67.A.4 Give high priority in the Capital Improvements Program to funding infrastructure in highly depressed and designated infill areas.

CP68.A.5 Provide water services meeting or exceeding State and federal regulatory agency requirements.

Sewer

Impact

As stated in the Public Services and Utilities section of the Draft EIR, The Sacramento Regional County Sanitation District (SRCSD) provides the interception system and secondary sewage treatment for the redevelopment project area. SRCSD has indicated that with the Increased Intensity Alternative development will discharge a total of 1,000,000 gallons per day of peak wet weather flow into the interception and treatment systems. SRCSD does not foresee any significant impacts to the overall interception system or to secondary treatment capacities due to the increased development of this alternative.

The Sacramento Department of Utilities Division of Flood and Sewer maintains the primary collection systems within the project area. As identified in the Public Service and Utilities section of the Draft EIR this system is severely degraded and will not be able to handle any new level of development in the area. The Division of Flood Control and Sewers estimates that it will cost approximately $6,200 per acre to improve the existing sanitary sewer system in the project area. Though the implementation of the City policies and requirements identified and the Capital Improvements Program, it is anticipated that any impact associated with primary flood and sewer collection would be insignificant.

Mitigation Measure

None required.

City Policies and Requirements

City Policies and Requirements CP69-CP71 on page 267 of the EIR would apply.

Storm Drainage

Impact

The City of Sacramento Division of Flood Control and Sewers has indicated that the overall increased level of development associated with the Increased Intensity Alternative will have a significant impact upon the existing storm drainage capacities of the area. It is estimated that necessary improvements to the drainage system required to handle the anticipated level of development will cost approximately $6,200 per acre. The incorporation of relevant City policies and requirements, in conjunction with the anticipated Capital Improvement Program listed in the Draft EIR, will reduce these potential drainage impacts to a less than significant level.

Mitigation Measures

None required.

City Policies and Requirements

City Policies and Requirements CC72-CP77 on page 268 of the EIR would apply.

Electricity

Impact

The Sacramento Municipal Utility District (SMUD) estimates, based on the proposed increased level of development associated with the area around Highway 160 and other developments of the proposed project, that overall, the Increased Intensity Alternative would require approximately 19.3 megawatts (MW) of electricity. This project and other development in the area will result in a total substation load that will exceed existing capacity levels, requiring the construction of one or more new substations and additional electrical facilities. This is considered a significant impact which can be mitigated to a level of insignificance with implementation of mitigation measures 49-53 (also provided in the Errata).

Mitigation Measures

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

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

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

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

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

Solid Waste

Impact

Using the solid waste generation factors shown in Table K, it is anticipated that the overall development associated with the Increased Intensity Alternative will generate approximately 16.02 tons of refuse per day or 4,293 tons of refuse per year (268 days per year). The Sacramento Solid Waste Division considers projects to be significant if the project contributes more than 500 tons per year. This impact is considered less than significant due to the project's incorporation of City Ordinance 91-044 (Recycling and Solid Waste Disposal Requirements) and other City policies and requirements listed in the Public Services and Utilities section of the Draft EIR.

TABLE K

(TABLE VV OF DRAFT EIR)

ESTIMATED SOLID WASTE GENERATION
INCREASED INTENSITY ALTERNATIVE

LAND USE	GENERATION FACTOR[1]	TOTAL (POUNDS PER DAY)
Residential 726 Units (1,474 people)	(2.5 lbs./person)	3,685
Office 1,860,000 sq. ft.	1 lb./100 sq. ft.	18,600
Retail 37,890 sq. ft.	2.5 lb/100 sq. ft.	950
Industrial 880,600 sq. ft.	1 lb./100 sq. ft.	8,806
		32,041 lbs.
TOTAL		**16.02 tons per day**

Source of Factors: National Solid Waste Management Association Technical Bulletin, 85-6, 1985. STA Planning, Inc.

Notes: sq. ft. = square feet
lb. = pound

[1]Generation factors expressed in pounds/day.

Mitigation Measures

None required.

City Policies and Requirements

City Policies and Requirements CP78-CP83 on page 271 of the Draft EIR would apply.

CUMULATIVE IMPACTS

Impact

The proposed redevelopment plan will induce development and growth to the North Sacramento Area. Past, present, and reasonably foreseeable development associated with the redevelopment plan will have a cumulative effect on the provisions of water, sewer, police protection, solid waste, storm drainage, roadways, gas and electricity, schools, medical services, and telephone services. Implementation of the proposed plan in conjunction with close adherence to City policies and requirements will reduce potential public services and utility impacts to a less than significance level.

Mitigation Measures

None required.

City Policies and Requirements

None applicable.

LEVEL OF SIGNIFICANCE

Impacts to solid waste generation and storm drainage are considered less than significant.

Significant impacts that can be mitigated to a level of insignificance with incorporation of City Policies and Requirements are those related to the provision of electricity.

No significant, unavoidable project-specific impacts are anticipated.

APPENDIX B

INCREASED INTENSITY ALTERNATIVE TRAFFIC ANALYSIS

MKK Transportation

1930 9th Street, Suite 220, Sacramento, CA. 95814
Phone: (916) 441-3389
FAX: (916) 325-9349

April 27, 1992

Ms. Anna Pehoushek
STA Planning, Inc.
250 Montgomery, Suite 1000
San Francisco, CA. 94104

Subject: TRAFFIC AND CIRCULATION ANALYSIS OF INCREASED INTENSITY ALTERNATIVE FOR NORTH SACRAMENTO REDEVELOPMENT PROJECT

Dear Anna:

MKK Transportation in association with Dowling Associates has conducted a traffic and circulation analysis of an increased intensity land use alternative for the North Sacramento Redevelopment Project. The results of this analysis are documented in this letter and are based on the February 18, 1992 report from MKK Transportation to the Sacramento Housing and Redevelopment Authority.

Description of Increased Intensity Alternative

The boundaries and parameters of the Increased Intensity Alternative will be the same as those of the proposed plan, however, under this scenario a business park will be developed in the southern portion of the project area along both sides of Highway 160. The business park would include an additional 200 multi-family residences, along with 1.8 million square feet of office use and 500,000 square feet of industrial use beyond the development potential assumed under the North Sacramento Redevelopment Plan. The 1.8 million square feet of office space and 500,000 square feet of industrial space would replace the 480,000 square feet of office space and 896,500 square feet of industrial space in the buildout on vacant acres analysis provided for under the proposed project. Utilizing these assumptions, the net development totals for this alternative would be 726 dwelling units, 1,860,000 square feet of office space and 880,600 square feet of industrial space. Overall implementation of this alternative would increase the combined industrial and office square footage by 923,500 square feet over the original proposed Redevelopment Plan.

Existing Conditions plus Increased Intensity Alternative

The "Existing Conditions with Proposed Project" analysis in the February 18 report was revised to reflect the land use assumptions of the Increased Intensity Alternative. The Increased Intensity Alternative was also assumed to include the circulation improvements of the proposed project: 1) the Arden-Garden Connector; 2) the Exposition Extension; and 3) the Evergreen Extension. Table 1 provides projected levels of service at the six intersections analyzed in the project area.

TABLE 1

PROJECTED TRAFFIC OPERATIONS FOR EXISTING CONDITIONS PLUS INCREASED INTENSITY ALTERNATIVE

INTERSECTION	A.M. PEAK HOUR				P.M. PEAK HOUR			
	PROPOSED PROJECT		INCREASED INTENSITY ALTERN.		PROPOSED PROJECT		INCREASED INTENSITY ALTERN.	
	LOS*	V/C**	LOS*	V/C**	LOS*	V/C**	LOS*	V/C**
Arden Way/Del Paso/Grove/ Canterbury	F	1.30	F	1.30	F	1.52	F	1.52
Arden Way & Royal Oaks/Beaumont	A	0.56	A	0.57	B	0.67	B	0.68
Arden Way & Evergreen	D	0.86	D	0.88	E	0.99	F	1.02
El Camino & Del Paso	A	0.36	A	0.36	C	0.78	C	0.78
El Camino & Evergreen	A	0.48	A	0.49	C	0.75	C	0.77
Del Paso & Evergreen/Lampasas	A	0.25	A	0.25	A	0.50	A	0.50

* = Level of Service
** = Volume to Capacity Ratio

As can be seen in Table 1, traffic operations for the Increased Intensity Alternative are projected to be very similar to the proposed project. Minor increases in the volume to capacity ratios are projected at three of the six intersections, but the projected level of service changes at only one location. The projected level of service does deteriorate from LOS "E" to LOS "F" at the Arden Way & Evergreen intersection during the p.m. peak hour. Provision of adequate turn lanes on the Evergreen Street approaches would provide sufficient capacity to achieve LOS "C" at this intersection. The feasibility of providing these turn lanes is not known and will have to be investigated by the City Public Works Department during the engineering feasibility studies for the Evergreen Extension.

2010 Traffic Projections (Daily Volumes)

The 2010 land use assumptions by traffic zone in the SacMet model were revised to reflect the potential net new development for the Increased Intensity Alternative of North Sacramento Redevelopment Plan. These land assumptions in the project area by traffic zone are detailed in Attachment A.

The traffic projections for the number of vehicles per day on the principal roadways in the project area were then developed for the future study year of 2010. Average daily traffic projections for the Increased Intensity Alternative and other cumulative development in 2010 are presented in Figure A. The Increased Intensity Alternative was analyzed with the assumption that the proposed circulation improvements of the Arden-Garden Connector, the Exposition Extension and the Evergreen Extension would be in place for the 2010 study year.

Peak Hour Traffic Operations for 2010

The average daily traffic projections for 2010 were then used to develop projected a.m. and p.m. peak hour turning movements at the intersections where existing conditions were also evaluated. These projected peak hour turning movements were used to calculate future level of service for the intersections evaluated in the proposed Redevelopment area. The projected levels of service are summarized in Tables 2 and 3 on the following page.

As can be seen in Tables 2 and 3, implementation of the increased intensity alternative along with cumulative development will result in V/C ratios that reflect very poor levels of service during peak hours at most of the intersections analyzed in the project area. Traffic operations are projected to be slightly worse than the proposed project at three of the six intersections. During the p.m. peak hour, all intersections with the exception of Arden Way and Royal Oaks / Beaumont are projected to experience a level of service below the City of Sacramento standard of LOS "C".

The three intersections of Arden Way & Royal Oaks / Beaumont, Arden Way & Evergreen and El Camino & Evergreen are projected to have slightly higher volume to capacity ratios with the Increased Intensity Alternative.

TABLE 2

PROJECTED TRAFFIC OPERATIONS FOR 2010
P.M. PEAK HOUR

INTERSECTION	PROPOSED PROJECT		INCREASED INTENSITY ALTERNATIVE	
	LOS*	V/C**	LOS*	V/C**
ARDEN WAY/DEL PASO/ GROVE/CANTERBURY	F	2.18	F	2.18
ARDEN WAY & ROYAL OAKS/BEAUMONT	C	0.71	C	0.72
ARDEN WAY & EVERGREEN	F	1.44	F	1.48
EL CAMINO & DEL PASO	E	0.93	F	0.93
EL CAMINO & EVERGREEN	D	0.88	D	0.89
DEL PASO & EVERGREEN/LAMPASAS	D	0.81	D	0.81

TABLE 3

PROJECTED TRAFFIC OPERATIONS FOR 2010
A.M. PEAK HOUR

INTERSECTION	PROPOSED PROJECT		INCREASED INTENSITY ALTERNATIVE	
	LOS*	V/C**	LOS*	V/C**
ARDEN WAY/DEL PASO/ GROVE/CANTERBURY	F	1.70	F	1.70
ARDEN WAY & ROYAL OAKS/BEAUMONT	A	0.59	A	0.60
ARDEN WAY & EVERGREEN	F	1.11	F	1.13
EL CAMINO & DEL PASO	A	0.49	A	0.49
EL CAMINO & EVERGREEN	A	0.52	A	0.53
DEL PASO & EVERGREEN/LAMPASAS	A	0.34	A	0.34

* = Level of Service
** = Volume to Capacity Ratio

CUMULATIVE IMPACTS

Implementation of the Increased Intensity Alternative along with cumulative development will result in V/C ratios that reflect very poor levels of service during peak hours at most of the intersections analyzed in the project area under cumulative conditions. During the p.m. peak hour, all intersections with the exception of Arden Way and Royal Oaks Street/Beaumont Street are projected to experience a level of service below the City of Sacramento standard of LOS "C".

CITY POLICIES AND PROGRAMS

Although poor levels of service are projected for 5 of the 6 intersections in the proposed Redevelopment Area, the Increased Intensity Alternative by itself does not generate the traffic impacts at these intersections. These traffic impacts were evaluated on a very general level in the 1988 City of Sacramento General Plan Update. The roadway improvement projects of the Arden-Garden Connector, the Evergreen Extension and the Exposition Extension were recommended as projects to be evaluated and constructed by the City's Public Works Department, and engineering and environmental review studies are currently in progress under the City's Capital Improvement Program.

If the Increased Intensity Alternative is implemented, it is recommended that the Redevelopment Agency work with the City of Sacramento to assure that acceptable levels-of-service can be provided on streets and at intersections in the Project Area. The appropriate engineering feasibility studies should be conducted at the following locations:

a) Arden Way & Del Paso Boulevard intersection: The Grove Street and Canterbury Street approaches to the intersection could be considered for diversion to alternative routes. The feasibility of diversion of these approaches as well as other methods to provide adequate levels of service are under evaluation by the Public Works Department of the City of Sacramento as part of the Arden-Garden Connector project.

b) Arden Way & Evergreen intersection: Adequate turn lanes for the Evergreen Street approaches should be investigated during the engineering feasibility studies for the Evergreen Extension.

c) El Camino & Del Paso: Engineering feasibility studies should be prepared to investigate if sufficient right-of-way is available to provide additional turn lanes.

d) El Camino & Evergreen: Adequate turn lanes for the Evergreen Street approaches should be investigated.

e) Del Paso & Evergreen/Lampasas: Adequate turn lanes for the Evergreen and Lampasas approaches should be investigated.

MITIGATION MEASURES

For the Increased Intensity Alternative, a combination of mitigation measures is proposed that will reduce vehicle trips to the extent feasible and provide the opportunity to address site specific transportation concerns:

1. Prior to the issuance of a building permit for any new non-residential development in the North Sacramento Redevelopment Plan area, a Transportation System Management (TSM) program shall be prepared and submitted in compliance with the City of Sacramento Ordinance 88-083. The program shall include a discussion and analysis of basic facilities and services that encourage the use of alternative commute modes by 35 percent of future tenants of proposed projects.

2. Through the project and environmental review process, the City of Sacramento and the Sacramento Housing and Redevelopment Agency shall consider and encourage transit oriented development (TOD) in accordance with TOD Guidelines, particularly in the Special Planning Districts as identified in the North Sacramento Community Plan.

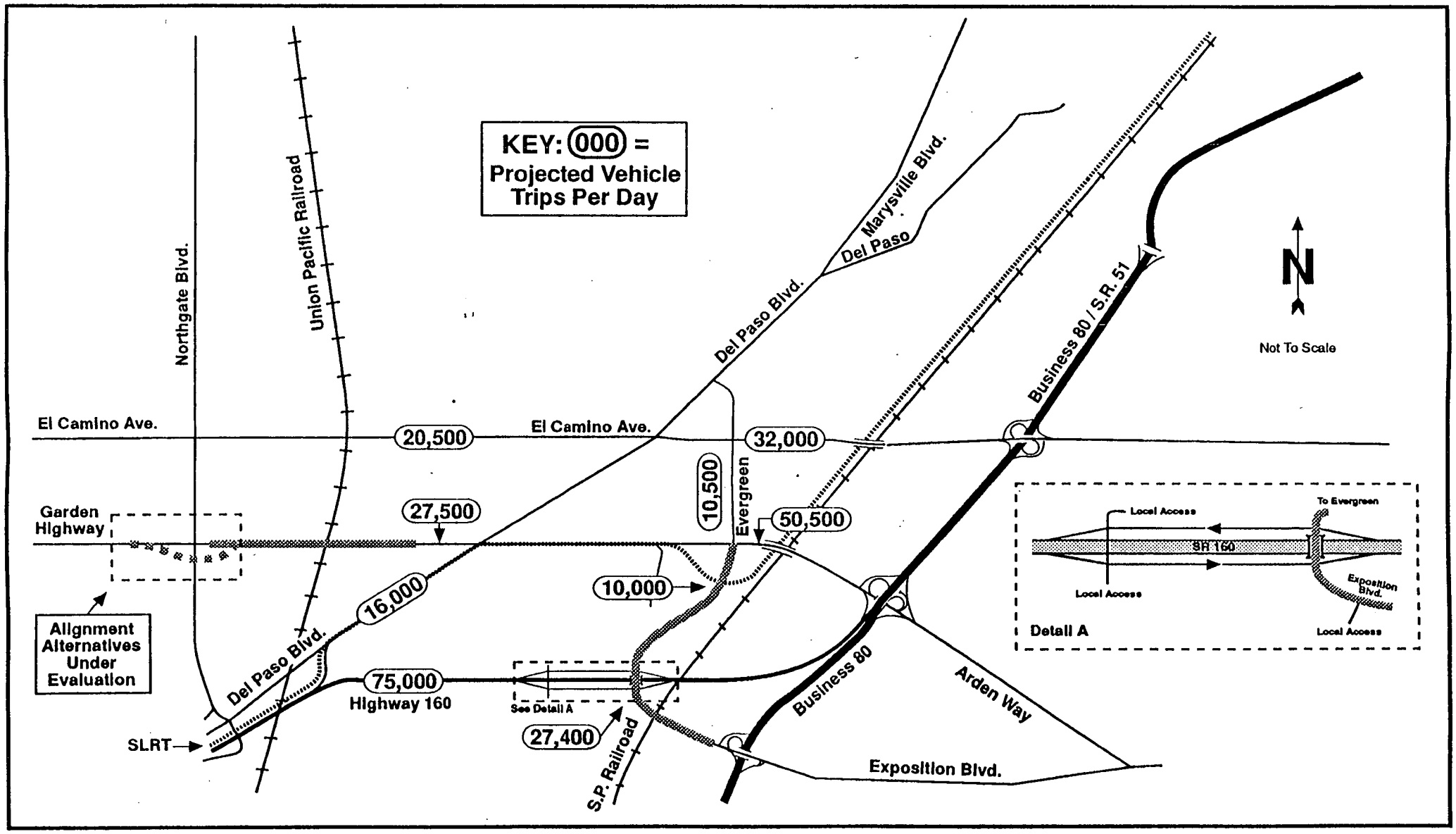
3. As specific site development proposals are submitted in the North Sacramento Redevelopment Plan area, the Public Works Department at the City of Sacramento shall be consulted to determine if site specific transportation impacts may occur with the specific development proposal.

Sincerely,

Marilyn Kuntemeyer

Marilyn Kuntemeyer
Principal

file:NSACINCR.ALT



2010 PROJECTED TRAFFIC VOLUMES

- INCREASED INTENSITY ALTERNATIVE LAND USE PLUS CUMULATIVE GROWTH ASSUMPTIONS
- PROPOSED CIRCULATION SYSTEM

MKK Transportation

FIGURE A

ATTACHMENT A

LAND USE ASSUMPTIONS
FOR INCREASED INTENSITY ALTERNATIVE
FOR TRAVEL DEMAND MODEL

APRIL 10, 1992 - NORTH SACRAMENTO REDEVELOPMENT PLAN EIR

NON-RETAIL EMPLOYMENT ASSUMPTIONS FOR INCREASED INTENSITY ALTERNATIVE

TRAFFIC ZONE #	DATA ZONE #	NON-RETAIL EMPL. IN TRAFFIC MODEL 1989	NON-RETAIL EMPL. IN TRAFFIC MODEL 2010	CHANGE IN NON-RETAIL EMP. FROM 1989-2010	NET DEVELOPMENT FOR INCREASED INTEN. ALT. OFFICE INFO. SUPPLIED BY STA EXISTING (SQ.FT.)	VACANT ACRES	BUILDOUT (SQ.FT.)	PROJECTED INCR. EMPL. (@ 1 EMPL. PER 250 S.F.)	NET DEVELOPMENT FOR INCREASED INTEN. ALT. LABOR INTEN. INDUSTRIAL (STA) EXISTING (SQ.FT.)	VACANT ACRES	BUILDOUT (SQ.FT.)	PROJECTED INCR. EMPL. (@ 1 EMP. /350 S.F.)	PROJECTED TOTAL INCREASE IN NON-RETAIL EMPL.	FOR INCR. INTEN. ALT. NON-RETAIL EMPLOYMENT FOR 2010 FOR TRAFFIC MODEL*
226	563000	147	148	1	0	0	0		0	0	0	0	0	147
227	563010	914	1,675	761	0	0	0		731,000	21.1	232,100	663	663	1,577
234	566010	301	498	197	0	0	0		0	0	0	0	0	301
240	568010	321	1,128	807	0	1.31	0		0	0	0	0	0	321
241	569000	1,120	1,070	-50	0	0	0			0	0	0	0	1,120
242	569010	510	453	-57	0	0.45	0		175,000	2.5	27,500	79	79	589
243	569020	2,115	2,658	543	280000	2.29	34,350	137	72,000	0	0	0	137	2,252
244	569030	1,964	4,336	2372	0	32	1,800,000	7200	775,000	81.5	500,000	1429	8,629	10,593
245	569040	170	192	22	0	0.42	6,300	25	0	0	0	0	25	195
246	569050	362	501	139	0	1.29	19,350	77	310,000	11	121,000	346	423	785
TOTALS		7,924	12,659	4735	280000	37.76	1,860,000	7,439	2,063,000	116.1	880,600	2,517	9,956	17,880

* NOTE: CALCULATED BY ADDING REDEVELOPMENT PLAN INCREASE TO 1989 NON-RETAIL EMPLOYMENT

LAND USE ASSUMPTIONS FOR NORTH SACRAMENTO REDEVELOPMENT PLAN EIR

RETAIL EMPLOYMENT ASSUMPTIONS FOR INCREASED INTENSITY ALTERNATIVE - APRIL 10, 1992 [NOTE: NO CHANGES FROM PROPOSED PROJECT]

TRAFFIC ZONE #	DATA ZONE #	RETAIL EMPLOYMENT IN TRAFFIC MODEL		CHANGE IN RETAIL EMP. 1989 - 2010	NET DEVELOPMENT FOR INCREASED INTENSITY ALTERNATIVE				RETAIL EMPLOYMENT FOR 2010 FOR TRAFFIC MODEL*
					RETAIL INFORMATION SUPPLIED BY STA			PROJECTED # OF EMPLOYEES	
		1989	2010		EXISTING (SQ.FT.)	VACANT ACRES	BUILDOUT (SQ.FT.)	(ASSUMED 2 EMP. PER 1000 S.F.	
226	563000	38	35	-3	0	0	0	0	38
227	563010	107	298	191	24,900	1	9,000	18	125
234	566010	118	102	-16	53,950	1	0	0	118
240	568010	261	331	70	273,819	3.21	28,890	58	319
241	569000	381	517	136	314,641	0.25	0	0	381
242	569010	454	403	-51	372,500	1.02	0	0	454
243	569020	1	101	100	0	0	0	0	1
244	569030	81	253	172	0	0	0	0	81
245	569040	42	35	-7	73,300	0	0	0	42
246	569050	114	159	45	71,600	0.75	0	0	114
TOTALS		1597	2234	637	1,184,710	7.23	37,890	76	1673

* NOTE: CALCULATED BY ADDING REDEVELOPMENT PLAN INCREASE TO 1989 RETAIL EMPLOYMENT

LAND USE ASSUMPTIONS FOR NORTH SACRAMENTO REDEVELOPMENT PLAN EIR - APRIL 10, 1992 - INCREASED INTENSITY ALTERNATIVE

TRAFFIC ZONE #	DATA ZONE #	RESIDENTIAL INFO. ON INCREASED INTEN. ALT. FROM STA: EXISTING DU'S SF/MF	PROJECTED INCREASE IN DWELLING UNITS S.F.	PROJECTED INCREASE IN DWELLING UNITS M.F.	RECOMMEND D.U. ASSUMPTIONS FOR INCR. INTEN. ALT. — PROJECTED INCREASE IN SINGLE FAM. D.U.'S FROM 1989 TO 2010 BY # OF AUTOS: 0	1	2+	TOTAL	PROJECTED INCREASE IN MULTI-FAM. D.U.'S FROM 1989 TO 2010 BY # OF AUTOS: 0	1	2+	TOTAL	DW. UNIT ASSUMPTIONS FOR TRAFFIC MODEL FOR INCREASED INTEN. ALT — INPUT FOR TRAFFIC MODEL FOR 2010 LAND USE ** — TRAFFIC ZONE #	SINGLE FAM. DWELLING UNITS BY # OF AUTOS: 0	1	2+	TOTAL	MULTI-FAMILY DWELLING UNITS BY # OF AUTOS: 0	1	2+	TOTAL
226	563000	160	41	309	6	18	18	41	42	134	133	309	226	57	178	178	412	60	189	188	437
227	563010	544	0	48	0	0	0	0	7	20	20	48	227	75	234	233	542	25	77	77	180
234	566010	261	8	95	2	3	3	8	23	40	33	95	234	177	309	254	740	123	214	176	512
240	568010	669	4	15	1	2	2	4	3	6	6	15	240	22	45	43	109	77	156	148	381
241	569000	665	0	0	0	0	0	0	0	0	0	0	241	50	90	77	217	77	138	118	333
242	569010	534	4	0	2	1	1	4	0	0	0	0	242	64	113	96	273	69	123	105	297
243	569020	0	0	0	0	0	0	0	0	0	0	0	243	83	149	127	359	0	1	1	2
244	569030	0	0	200	0	0	0	0	32	86	82	200	244	0	0	0	0	32	86	82	200
245	569040	184	0	0	0	0	0	0	0	0	0	0	245	67	121	103	291	46	83	71	200
246	569050	189	2	0	1	1	0	2	0	0	0	0	246	57	101	86	244	13	23	19	55
TOTALS		3,206	59	667	11	25	23	59	107	286	274	667	TOTALS	651	1340	1196	3187	522	1090	985	2597

** NOTE: CALCULATED BY ADDING 1989 D.U.'S AND PROJECTED INCREASE FOR REDEVELOPMENT PROJECT FROM 1989 TO 2010

APPENDIX C

INCREASED INTENSITY ALTERNATIVE AIR QUALITY ANALYSIS

Air Quality Impact - Increased Intensity Alternative

Increased intensity creates more automobile traffic which generates more air pollution. Any development alternative that engenders greater levels of growth has a greater individual air quality impact. However, on a regional scale over which vehicular pollutants react to form smog, the impact is only greater if the additional growth increment were to simply vanish if the project is developed at a lower intensity. In reality, evaporation of demand for space normally does not happen. Demand not met in the North Sacramento Redevelopment Area will be met somewhere else. Air quality impact minimization is achieved if land use intensification occurs where access via single occupant vehicles is minimized or travel distances are shortened. Intensified land uses as compared to comparable dispersed uses, may actually help to implement the air quality improvement objective in several ways. By increasing the possible participant density (employees per unit area), mode shift strategies such as carpooling or transit use are better optimized. Extension of service for a variety of non-single occupant transportation options will likely occur if the potential participant pool is large and highly concentrated. Obviously, a clear-cut relationship between project size and air quality impact does not exist on an individual project basis. There is thus no linear relationship between the addition of about 1,000,000 square feet of development in excess of the original proposed Redevelopment Plan and regional air quality. The individual project impact is greater, but the regional air quality impact will be similar, and could even be slightly less.

Regional vehicular emissions from the alternative were calculated using the same methodology as for the original redevelopment plan. AQMD trip length and vehicle mix factors were combined with regional trip generation to calculate the additional pollution burden associated with this alternative. The results are summarized in Table A. The increased intensity alternative expands the project's contribution to the regional pollution burden by around 80 percent of the burden under the original plan. The AQMD size threshold is exceeded for the original plan for most pollution species, and is exceeded by a wider margin for this alternative. As previously noted, however, regional significance can not be measured on any single project basis. The project has greater associated emissions, but also greater opportunity to reduce those emissions. Such emissions certainly create a cumulatively significant impact wherever they will occur in the Sacramento area. By optimizing the degree of mitigation, that cumulatively significant impact can be lessened to support a finding of individual impact insignificance despite project size/scope. Certainly the larger scope places a greater responsibility on individual project proponents and the Lead Agency to insure that such mitigation is made an integral part of the redevelopment plan. Transportation control measures that go beyond any minimum AQMD or City trip reduction ordinances thus should be clearly identified, funded and implemented if this increased intensity alternative is adopted.

If a significant impact were to occur, it would perhaps be due to greater vehicular stagnation creating a greater localized "hot spot" potential. The traffic study shows little potential for any substantial local traffic stagnation. The limited roadway system impact from this alternative is reflected in negligible microscale air quality impacts as shown in Table B. Microscale CO levels under the increased development alternative are almost indistinguishable from those under the original Redevelopment Plan. No individually adverse air quality impacts from implementation of this alternative are therefore predicted on either a local or a regional scale.

TABLE A

Increased Intensity Alternative Mobile Source Air Quality Impact (2010)

	Emissions (pounds/day)				
	ROG	NOx	CO	PM-10	SO2
Original Plan	222.5	367.8	2,449.9	789.2	31.3
Increased Intensity	374.6	619.8	4,105.3	1,425.9	52.5
Total Area Buildout	983.5	1,656.0	10,724.0	1,861.1	142.7
AQMD Sign. Threshold	150.0	150.0	550.0	80.0	150.0

Source: Table 6 and URBEMIS3 Computer Model

TABLE B

INCREASED DEVELOPMENT INTENSITY ALTERNATIVE
Microscale Air Quality Impact Assessment
(1-Hour CO Concentration [ppm])

Location	1990 Existing	Orig. Plan	2010 Inten. Increase
Arden Way/Del Paso/Grove/Canterbury	14.8	18.1	18.1
Arden Way & Royal Oak/Beaumont	12.4	12.2	12.4
Arden Way & Evergreen	13.7	18.0	18.4
El Camino & Del Paso	12.4	13.7	13.7
El Camino & Evergreen	12.5	12.9	12.9
Del Paso & Evergreen/Lampasas	11.6	12.7	12.7

Source: CO Screening Procedure Based on CALINE4 Computer Model

Values include a 10.4 ppm non-local, 1-hour background contribution based on Del Paso Manor baseline measurements.

1-Hour State CO standard = 20 ppm

1-Hour Federal CO standard = 35 ppm

APPENDIX D

INCREASED INTENSITY ALTERNATIVE NOISE ANALYSIS

TABLE 1
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 4/20/92
ROADWAY SEGMENT: HIGHWAY 160
NOTES: INCREASED INTENSITY ALT

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 75000 SPEED (MPH): 55 GRADE: 0

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: HARD

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 77.44

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
364.1	1150.0	3635.9	11496.7

TABLE 2
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 4/20/92
ROADWAY SEGMENT: NORTH EVERGREEN
NOTES: INCREASED INTENSITY ALT

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10500 SPEED (MPH): 30 GRADE: 0

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: HARD

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.11

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	114.1	360.3

TABLE 3
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 4/20/92
ROADWAY SEGMENT: SOUTH EVERGREEN
NOTES: INCREASED INTENSITY ALT

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10000 SPEED (MPH): 30 GRADE: 0

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: HARD

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.19

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	110.0	343.6

TABLE 4
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 4/20/92
ROADWAY SEGMENT: ARDEN BEYOND EVERGREEN
NOTES: INCREASED INTENSITY ALT

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 50500 SPEED (MPH): 40 GRADE: 0

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 25 SITE CHARACTERISTICS: HARD

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.92

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
112.9	349.0	1100.9	3480.2

TABLE 5
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 4/20/92
ROADWAY SEGMENT: EVERGREEN AT HIGHWAY 160
NOTES: INCREASED INTENSITY ALT

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 27400 SPEED (MPH): 35 GRADE: 0

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: HARD

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.18

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	137.4	431.0	1361.9

APPENDIX E

INCREASED INTENSITY ALTERNATIVE
PUBLIC SERVICES AND UTILITY RESPONSES

SMUD

SACRAMENTO MUNICIPAL UTILITY DISTRICT ☐ P. O. Box 15830, Sacramento CA 95852-1830, (916) 452-3211

Delivered by FAX: (415) 296-8065

Post-it™ brand fax transmittal memo 7671	# of pages ▸ 1
To Mark Hilvert	From Ira Saletan
Co. STA	Co. SMUD
Dept.	Phone # (916) 732-6207
Fax # (415) 296-8065	Fax # (916) 732-5238

April 20, 1992

Mark Hilvert
STA Planning, Inc.
150 Montgomery Street, Suite 1000
San Francisco, CA 94104

Comments on Increased Intensity Alternative, North Sacramento Redevelopment Plan Draft Environmental Impact Report (EIR)

Dear Mr. Hilvert,

On April 16, 1992, you forwarded to the Sacramento Municipal Utility District (SMUD) the North Sacramento Redevelopment Plan EIR Utility Questionnaire with a summary description of the Increased Intensity Alternative. Based on the information you have provided, SMUD staff estimate that demand for electrical power associated with the net development increase projected under this alternative would be approximately 19.3 megawatts (MW). This figure is substantially higher than the estimate of 14.5 MW for the proposed project as cited in my April 9, 1992 comment letter to Sacramento Housing and Redevelopment Agency Environmental Coordinator Gail Ervin.

This project and other development in the area will result in a total substation load that exceeds existing capacity, requiring the construction of one or more new substations and additional electrical facilities.

Please note that all other information and conditions specified by SMUD in my previous comment letter would apply equally to the Increased Intensity Alternative. If you have any questions, please contact me at (916) 732-6207.

Sincerely,

Ira Saletan

Ira Saletan
Environmental Specialist

DEPARTMENT OF
PUBLIC WORKS
SOLID WASTE DIVISION

CITY OF SACRAMENTO
CALIFORNIA

921 TENTH STREET
SUITE 500
SACRAMENTO, CA
95814-2715

FAX COVER SHEET

DATE: 5-11-92

TO: MARK HILVERT (415) 296-7260
STA INC.
FAX #: 415 296-8065

FROM: KEITH JOHNSON

FAX #: (916)264-7771

ORIGINAL WILL FOLLOW ☐
ORIGINAL WILL NOT FOLLOW ☒

MESSAGE: BASED ON YOUR 5/8 FAX, THE SOLID WASTE SECTION IS ACCEPTABLE.

YOU SHOULD RECEIVE 1 PAGES INCLUDING THIS COVER PAGE. IN CASE OF TRANSMISSION DIFFICULTY, PLEASE CALL (916) 264-7043 THANK YOU.

SACRAMENTO RECYCLES

MIGHTY MULCH

'92-05-11 09:50 PAGE = 01

APPENDIX F

MMK TRANSPORTATION RESPONSE

MKK Transportation | |

1930 9th Street, Suite 220, Sacramento, CA. 95814
Phone: (916) 441-3389
FAX: (916) 325-9349

MEMORANDUM

TO: ANNA PEHOUSHEK

FROM: MARILYN KUNTEMEYER Marilyn K.

DATE: APRIL 28, 1992

SUBJECT: NORTH SACRAMENTO REDEVELOPMENT PLAN
RESPONSE TO COMMENTS - APRIL 10, 1992 LETTER FROM REGIONAL TRANSIT

As you requested, I have provided information for STA Planning to use in responding to the April 10 comment letter received from Regional Transit for the Final EIR on the North Sacramento Redevelopment Project.

Comment #1 - Model Refinement (Paragraphs 2, 3 & 4)

The SACMET model is a regional travel demand model but was judged by staff and consultants to provide sufficient detail for the level of analysis required for this EIR traffic analysis. A subarea model for transportation analysis may be appropriate when more definition is available on specific redevelopment project proposals. Therefore, no refinements were needed to the traffic model, and the level of detail provided is sufficient at this point in the redevelopment plan process.

Comment #2 - Transit Network (Paragraphs 5 & 6)

The 2010 transit network assumed in the SACMET model for the North Sacramento analysis was not revised from the future network assumed in the Systems Planning Study that was conducted for Regional Transit during 1990-91. The transit network contained in the model used for North Sacramento analysis was Alternative 1 from the Systems Planning Study, the funding assured, "No-Build" alternative. This was the transit network provided to the City of Sacramento by the Sacramento Area Council of Governments (SACOG) in December, 1990, and the City has made no changes to the transit network from the files provided by SACOG.

The transit assignment module of the SACMET model was not utilized because transit patronage was not required for the analysis. The projected vehicle trips per day assignment to the roadway network was used as the basis for the traffic analysis. The traffic analysis does therefore present a worst-case analysis since only limited transit improvements are assumed for the "No-Build" transit network.

Comment #3 - Transit Patronage (Paragraph 7)

The proposed Redevelopment Project did not analyze land uses that were significantly different than the 2010 land use assumptions used in the RT Systems Planning Study. Therefore, the expected transit patronage will not vary much from the patronage forecasts developed for the RT Systems Planning Study in 1990-91. As documented in the Final Report of the Sacramento Systems Planning Study, the projected daily person trips for the region are 7.04 million person trips per day. The projected transit patronage varies from 72,309 person trips (1.03 % mode split) for the No-Build alternative to 131,467 (1.87% mode split) for Alternative 8, one of the expanded light rail alternatives. Little additional information would be gained about projected transit ridership through an additional model run of the transit component of the SACMET model at this time.

The City of Sacramento has generally encouraged increased transit ridership as a way to mitigate identified traffic impacts on the City street system. As documented in Mitigation Measure 5 on page 134 of the DEIR, all projects in the proposed Redevelopment Plan area will be subject to the City of Sacramento's Employer TSM Ordinance with the stated goal of reducing commute trips in single occupant vehicles. Incentive to increase transit ridership are included in these TSM plans. In addition, Mitigation Measure 6 on the same page propose to ".....consider and encourage transit oriented development (TOD).....".

Comment #4 - Increased Traffic Congestion (Paragraph 8)

The roadway improvement recommendations discussed on page 142 of the DEIR are included to improve projected levels of service on streets throughout the project area. Buses and all other vehicles in the overall traffic flow will benefit from improved traffic operations on the surface streets.

Comment #5 - Increased Traffic Congestion (Paragraph 9 and 10)

As stated in Recommendations a) and b) on page 142 of the DEIR, the Public Works Department of the City of Sacramento is currently evaluating design alternatives for the Arden-Garden Connector project and the Evergreen extension project. More detailed analysis of traffic operations and automobile/transit vehicle conflicts cannot be provided until design details are known about these two transportation improvement projects.

Light rail vehicles generally pass through the intersections with traffic signal control on signal pre-emption phases (i.e., other confliting traffic movements are stopped to give priority to light rail vehicles). Therefore, increasing traffic congestion will have minimal effect on light rail operations in the project area.

Comment #6 - Ridership Impacts (Paragraph 11)

Please refer to response to Comment #3

Comment #7 - TRANSIT/LAND USE COORDINATION (Paragraphs 12 and 13)

Mitigation Measure #6 on page 134 of the DEIR does propose to, ".... consider and encourage transit oriented development (TOD)... ". Development around light rail stations will be a primary focus of this type of TOD development.

APPENDIX G

REVISED PROJECT SUMMARY MATRIX

PROJECT SUMMARY

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
LAND USE	Displacement of residents may occur with redevelopment activities. Displacement of residents is addressed in the Housing section of this EIR.	Project	~~Refer to mitigation measure 4 in the Housing section.~~ 4. *The Agency shall act in accordance with Government Code (Sections 65863.7 and 66427.4) with regards to the conversion of existing mobile home parks to non-residential uses. All procedures shall be completed prior to the closure of the development.*	Mitigated to a level of insignificance.
	Displacement of businesses may occur as commercial and industrial properties redevelop. Displacement of industrial/heavy commercial uses is also anticipated in Special Planning Districts (SPDs). Displacement of businesses is addressed in the Population and Employment section of this EIR.	Project	~~Refer to mitigation measure 2 in the Population and Employment section.~~ 2. *The Agency and City shall comply with State guidelines regarding relocation assistance to displaced businesses. According to Title 25, Chapter 6 of the California Health and Safety Code, businesses displaced by the actions of a local agency are entitled to collect their moving expenses plus up to $10,000 for re-establishment costs, or a fixed payment of up to $20,000 based on loss of existing patronage. The Agency shall also*	Mitigated to a level of insignificance.

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
			provide affected businesses with information on the availability of other suitable sites.	
	Implementation of the Redevelopment Plan will encourage several public improvements such as improved water/wastewater/-drainage facilities, the Arden-Garden Connector and Evergreen Street Extension to SR 160. These improvements may disrupt or divide existing neighborhoods along the thoroughfares. Established areas may be disrupted due to increased congestion, noise, and air quality degradation. These impacts are considered in their respective sections of this EIR.	Project	None required.	Less than significant.
	There is a potential that increased traffic volume, improved access, and improved infrastructure will accelerate development and induce growth of higher densities and intensities. This could alter	Project and Cumulative	None required.	Less than significant.

PROJECT SUMMARY

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	existing neighborhood characteristics.			
	Development of the Community Plan land uses will replace existing vacant land altering the given nature of the site. In total, 187 acres of open space/vacant uses could be converted to urban uses with new development.	Project and Cumulative	~~Refer to mitigation measures 37 and 39 in the Biology section.~~ *37. The City and Agency shall review the two sites that still contain extensive stands of native oaks (sites 2 and 40) for possible inclusion into open space, local parkland, or other zoning designed to protect the trees. In particular, the City shall consider designating site 2, adjacent to the American River Parkway as open space. The City shall require any proposed development on these two sites that would result in the removal of trees to be preceded by a full review of the trees and their local values, with an adequate level of replacement compensation provided for trees that are removed.* *39. The City shall require individual project applicants to document the presence or absence of any wetlands in parcels proposed for devel-*	Less than significant.

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
			opment that are not currently developed. The City shall require letters of authorization or mitigation approval from the appropriate state and federal agencies as a condition of final local approval for projects that involve a wetland area.	
	Internally, land use incompatibilities may occur where new development or redevelopment allows non-residential uses adjacent to residential uses.	Project	None required.	Less than significant.
	Land use incompatibilities at the northern end of the project area are not anticipated. Residential uses will abut with residential uses. To the east, the Southern Pacific Railroad track acts as a major barrier and buffer. No land use incompatibilities are anticipated. To the west and northwest, the Union Pacific Railroad ~~Tracts~~ *Tracks* and Altos/Traction Avenues act as major barriers between the pro-	Project	None required.	Less than significant.

PROJECT SUMMARY

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	ject area and adjacent areas. Development consistent with designated Community Plan land uses may result in land use incompatibilities between the proposed industrial/labor intensive complex south of SR 160 and the American River Parkway.			
	The proposed project would remove barriers to growth that could result in a cumulative loss of open space and the loss of prime agricultural soils.	Project	None required.	Less than significant.
	Development of industrial and labor intensive land uses such as office in the southern portion of the project area will result in an irretrievable loss of prime agricultural soils.	Cumulative	None required.	Less than significant.
LAND USE PLANS	The proposed project incorporates the uses of the North Sacramento Community Plan. No General Plan Amendments are proposed or required.	Project and Cumulative	None required.	Less than significant.

PROJECT SUMMARY

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	In general the proposed project supports the overall General Plan Goals and Policies found in the Introduction.	Project and Cumulative	~~Refer to mitigation measure 1 in the Land Use Plans section.~~ 1. *Approval of individual projects which may affect the General Plan, Community Plan, 1984 Parks and Recreation Facility Master Plan, or American River Parkway Plan by the City Council shall not occur until consistency with the Plan policies, maps, and figures is achieved, or unless the Plan (s) is/are amended to be consistent with the revised proposed projects, or unless overriding considerations are adopted for significant unavoidable impacts.*	Mitigated to a level of insignificance at a policy level.
	The proposed project generally supports the goals, policies, and programs found in the Residential Land Use Element.	Project and Cumulative	None required.	Less than significant.
	The proposed project generally supports the goals, policies, and programs found in the Housing Element.	Project and Cumulative	None required.	Less than significant.

PROJECT SUMMARY

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	Implementation of the proposed project may result in conflict with jobs-housing balance policies depending on the intensity of future employment-generating uses and the success of mixed-use concepts in the Special Planning Districts.	Project and Cumulative	~~Refer to mitigation measure 1 in the Land Use Plans section.~~ 1. *Approval of individual projects which may affect the General Plan, Community Plan, 1984 Parks and Recreation Facility Master Plan, or American River Parkway Plan by the City Council shall not occur until consistency with the Plan policies, maps, and figures is achieved, or unless the Plan (s) is/are amended to be consistent with the revised proposed projects, or unless overriding considerations are adopted for significant unavoidable impacts.*	Mitigated to a level of insignificance at a policy level.
	Overall, the proposed project promotes the goals and policies of the General Plan Commerce and Industry Land Use Element objectives. Implementation of the proposed project which supports industrial and labor intensive uses near the American River Parkway, may conflict with Goal A, Policies 1 and 2. Development of	Project and Cumulative	~~Refer to mitigation measure 1 in the Land Use Plans section.~~ 1. *Approval of individual projects which may affect the General Plan, Community Plan, 1984 Parks and Recreation Facility Master Plan, or American River Parkway Plan by the City Council shall not occur until consistency with the Plan*	Mitigated to a level of insignificance at a policy level.

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	this portion of the Project Area would be in conflict with these policies.		*policies, maps, and figures is achieved, or unless the Plan (s) is/are amended to be consistent with the revised proposed projects, or unless overriding considerations are adopted for significant unavoidable impacts.*	
	The proposed project encourages circulation improvements in accordance with the General Plan Circulation Element goals and policies. No conflicts with Circulation Element goals and policies are anticipated.	Project and Cumulative	None required.	Less than significant.
	Implementation of the proposed project will result in compliance with many General Plan Conservation and Open Space Element goals and policies. Implementation of the proposed project may result in conflicts with Goal C, Policy 1 and Goal D.	Project and Cumulative	~~Refer to mitigation measure 1 in the Land Use Plans section.~~ 1. *Approval of individual projects which may affect the General Plan, Community Plan, 1984 Parks and Recreation Facility Master Plan, or American River Parkway Plan by the City Council shall not occur until consistency with the Plan policies, maps, and figures is achieved, or unless the Plan (s)*	Mitigated to a level of insignificance at a policy level.

PROJECT SUMMARY

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
			is/are amended to be consistent with the revised proposed projects, or unless overriding considerations are adopted for significant unavoidable impacts.	
	The proposed project supports the General Plan Public Facilities and Services Element goals and policies. No land use plans conflicts are anticipated.	Project and Cumulative	None required.	Less than significant.
	The proposed project supports the General Plan Health and Safety Elements policies. No conflicts with adopted goals and policies are anticipated.	Project and Cumulative	None required.	Less than significant.
	The Redevelopment Plan assumes the land uses and public improvements outlined in the North Sacramento Community Plan. No consistency impacts are anticipated.	Project	None required.	Less than significant.
	The proposed project supports the Land Use Element goals and policies of the North Sacramento	Project	None required.	Less than significant.

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	Community Plan. No land use plan conflicts are anticipated.			
	The proposed project supports the Housing Element of the North Sacramento Community Plan. No land use plan conflicts are anticipated.	Project	None required.	Less than significant.
	The proposed project supports the Transportation Element of the North Sacramento Community Plan goals and objectives. No land use plan conflicts are anticipated.	Project	None required.	Less than significant.
	The proposed project supports a majority of the Public Facilities and Service Element of the North Sacramento Community Plan goals and objectives. Implementation of land uses assumed under the proposed project may result in conflicts with the following identified actions.	Project and Cumulative	None required.	Less than significant.
	Parks and Open Space			

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	• Identify in this plan the City's desire to preserve important natural open spaces and wildlife habitats near Dry Creek, Arcade Creek, near the Natomas East Drainage Canal, south of Woodlake Park along the creek, and the American River. • Designate land containing the critical habitat of the elderberry beetle and hairstreak butterfly with the R-Review Zone. This designation will allow review to ensure that future development will not harm these rare and endangered species of wildlife.			
The proposed project supports the Neighborhood Environment Element of the North Sacramento Community Plan goals, policies, and objectives. No land use plan conflicts are anticipated.		Project	None required.	Less than significant.
The proposed project assumes the		Project	None required.	Less than significant.

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	land uses in the North Sacramento Community Plan. The Zoning Ordinance implements the Community Plan. No Zoning Amendments are proposed. No site-specific projects are proposed at this time to analyze for compliance with Zoning Ordinance requirements.	and Cumulative		
	The land uses assume under the Redevelopment Plan include industrial and labor intensive uses near the American River Parkway. Individual projects proposed under the Plan may conflict with adopted goals and policies related to visual damage to wildlife, and recreation use disruption depending on specific location, design, and height.	Project and Cumulative	~~Refer to mitigation measure 1 in the Land Use Plans section.~~ 1. *Approval of individual projects which may affect the General Plan, Community Plan, 1984 Parks and Recreation Facility Master Plan, or American River Parkway Plan by the City Council shall not occur until consistency with the Plan policies, maps, and figures is achieved, or unless the Plan (s) is/are amended to be consistent with the revised proposed projects, or unless overriding considerations are adopted for significant unavoidable impacts.*	Mitigated to a level of insignificance at a policy level.

PROJECT SUMMARY

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	The Parks and Recreation Facilities Master Plan does not indicate a future park at the SR 160 and Del Paso Boulevard area although it is indicated in the North Sacramento Community Plan as "Parks, Parkways, and Open Space," and by extension, is included in the proposed Redevelopment Plan.	Project and Cumulative	~~Refer to mitigation measure 1 in the Land Use Plans section.~~ 1. *Approval of individual projects which may affect the General Plan, Community Plan, 1984 Parks and Recreation Facility Master Plan, or American River Parkway Plan by the City Council shall not occur until consistency with the Plan policies, maps, and figures is achieved, or unless the Plan (s) is/are amended to be consistent with the revised proposed projects, or unless overriding considerations are adopted for significant unavoidable impacts.*	Mitigated to a level of insignificance at a policy level.
	Applicants wishing to develop property within the 100-year flood plain will have to incorporate adequate flood protection measures. The Land Use Planning Policy within the 100-year Flood Plain in the City and County of Sacramento EIR recommends that the General Plan Land Use policies add measures to reduce	Project and Cumulative	None required.	Less than significant.

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	risk of flood damage. These are described in the Hydrology section of this EIR.			
	Implementation of the proposed project in conjunction with other past, present, and reasonably foreseeable development may result in cumulative substantial changes to City plans and policies. Future plan amendments are to be evaluated on a case-by-case basis and internal consistency is required.	Cumulative	None required.	Less than significant.
POPULATION AND EMPLOYMENT	Net housing development will increase the population of the project area by 1,068. This represents a growth rate of 16 percent over 17 years, or an average annual growth rate of just over one percent. This is not significantly different from the historic growth rate of the project area over the past decade.	Project and Cumulative	None required.	Less than significant.
	It is estimated that between ~~4,086 and 5,885~~ *4,626 and 6,147* new	Project	~~Refer to mitigation measure 3 in the Housing section.~~	Partially mitigated, but

PROJECT SUMMARY

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	employment opportunities may exist for the project area. The income level projected for project area employees will make it difficult for a single-income household to purchase an average priced home in the area. This could lead to a housing/jobs imbalance for the area and in turn a need for more affordable housing in the regional and local areas.		3. *An Agency appraiser shall determine whether it is most cost efficient to remove housing units to allow for new construction in non-residential areas and build a replacement unit in an area designated for residential use, or to relocate the existing structure as a means of infill housing to a new location. This shall be done prior to the issuance of demolition permits.*	remains significant and unavoidable.
	The proposed plan will increase the demand for skilled employees in the North Sacramento area. Due to the potential lack of skilled local employees, future employers may be forced to utilize more skilled commuter workers from other areas of the City and/or County. This could have some economic repercussions to the local economy.	Project	None required.	Less than significant.
	Implementation of the proposed project may result in a displace-	Project and Cumulative	~~Refer to mitigation measure 2 in the Population and Employment section.~~	Mitigated to a level of insignificance.

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	ment of businesses as properties ... redevelop.		2. *The Agency and City shall comply with State guidelines regarding relocation assistance to displaced businesses. According to Title 25, Chapter 6 of the California Health and Safety Code, businesses displaced by the actions of a local agency are entitled to collect their moving expenses plus up to $10,000 for re-establishment costs, or a fixed payment of up to $20,000 based on loss of existing patronage. The Agency shall also provide affected businesses with information on the availability of other suitable sites.*	
	In conjunction with past, present, and reasonably foreseeable development projects, buildout of the proposed project land uses will contribute to regional population growth. Additional regional population growth will result in indirect impacts to traffic, noise, air quality, housing, and public services are described above. These	Cumulative	None required.	Less than significant.

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	issues are considered in their respective sections of this EIR.			
	The proposed project, in conjunction with other past, present, and reasonably foreseeable future projects, will have a cumulative impact on the growth of employment opportunities in the area and on the attainment of a jobs/ housing balance.	Cumulative	~~Refer to mitigation measure 3 in the Housing section.~~ 3. *An Agency appraiser shall determine whether it is most cost efficient to remove housing units to allow for new construction in non-residential areas and build a replacement unit in an area designated for residential use, or to relocate the existing structure as a means of infill housing to a new location. This shall be done prior to the issuance of demolition permits.*	Partially mitigated, but remains significant and unavoidable.
	The implementation of the proposed project in conjunction with other past, present, and reasonably foreseeable projects will result in the displacement of businesses.	Cumulative	~~Refer to mitigation measure 2 in the Population and Employment section.~~ 2. *The Agency and City shall comply with State guidelines regarding relocation assistance to displaced businesses. According to Title 25, Chapter 6 of the California Health and Safety Code, businesses dis-*	Mitigated to a level of insignificance.

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
			placed by the actions of a local agency are entitled to collect their moving expenses plus up to $10,000 for re-establishment costs, or a fixed payment of up to $20,000 based on loss of existing patronage. The Agency shall also provide affected businesses with information on the availability of other suitable sites.	
HOUSING	Implementation of the proposed plan will add 526 dwelling units on presently vacant land. Housing units may also be eliminated for other redevelopment project proposed in the project area. The displacement of existing households is considered a significant impact which can be mitigated to a level of insignificance.	Project	~~Refer to mitigation measures 3 and 4 in the Housing section.~~ 3. *An Agency appraiser shall determine whether it is most cost efficient to remove housing units to allow for new construction in non-residential areas and build a replacement unit in an area designated for residential use, or to relocate the existing structure as a means of infill housing to a new location. This shall be done prior to the issuance of demolition permits.* 4. *The Agency shall act in accordance with Government Code (Sections*	Mitigated to a level of insignificance.

PROJECT SUMMARY

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
			65863.7 and 66427.4) with regards to the conversion of existing mobile home parks to non-residential uses. All procedures shall be completed prior to the closure of the development.	
	Despite the proposed number of new units, an insufficient number of housing units will be available in relationship to employment opportunities. New demand will also contribute to a jobs/housing imbalance in the City as a whole. The jobs/housing imbalance created under this scenario is considered a significant impact which can be partially mitigated with City policies and requirements and mitigation measures, but will remain significant until successful implementation of goals, policies, and mitigation measures.	Project	None required.	Less than significant.
	The vacancy rate may drop in the Study Area due to increased housing demand as a result of new employment opportunities.	Project	None required.	Less than significant.

PROJECT SUMMARY

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	The vacancy rate in the immediately surrounding vicinity, and the City as a whole, could be expected to decrease due to the likelihood of a jobs/housing imbalance in the study area. Impacts associated with vacancy rates are considered insignificant.			
	Increases in housing costs and rental rates in the project area and City-wide as a result of implementation of the proposed project is a significant impact which can be partially mitigated.	Project	None required.	Less than significant.
	Due to the proposed increase in commercial office, retail, and industrial space in the City and in the project area, the proposed project, in conjunction with past, present, and reasonably foreseeable projects, would generate additional demand for housing in the regional and local areas. Some of the impacts will be alleviated because of the plan for construction of new residential	Project and Cumulative	None required.	Less than significant.

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	units. It is anticipated that these units will not meet the demand of the additional employees generated from the proposed project, and may contribute to the City's job-housing imbalance.			
TRAFFIC AND CIRCULATION	For the "Existing Plus Project" scenario, level-of-service deteriorates at the Arden and Del Paso and Grove intersection from "C" to "F" during the a.m. peak hour, and "E" to "F" during the p.m. peak hour.	Project	~~Refer to mitigation measure 5.7 in the Traffic and Circulation section.~~ 5. *Prior to the issuance of a building permit for any new non-residential development in the North Sacramento Redevelopment Plan area, a Transportation System Management (TSM) program shall be prepared and submitted in compliance with the City of Sacramento Ordinance 88-083. The program shall include a discussion and analysis of basic facilities and services that encourage the use of alternative commute modes by 35 percent of future tenants of proposed projects.* 6. *Through the project and environmental review process, the City of*	Partially mitigated, but remains significant and unavoidable.

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
			Sacramento and the Sacramento Housing and Redevelopment Agency shall consider and encourage transit oriented development (TOD) in accordance with TOD Guidelines, particularly in the Special Planning Districts as identified in the North Sacramento Community Plan. 7. *As specific site development proposals are submitted in the North Sacramento Redevelopment Plan area, the Public Works Department at the City of Sacramento shall be consulted to determine if site specific transportation impacts may occur with the specific development proposal.*	
	The projected Level-of-Service also deteriorates from the existing "A" to "D" at the intersection of Arden Way and Evergreen Street for the "Existing Plus Project" scenario. During the p.m. peak hour, this intersection experiences	Project	~~Refer to mitigation measure 5-7 in the Traffic and Circulation section.~~ 5. *Prior to the issuance of a building permit for any new non-residential development in the North Sacramento Redevelopment Plan area, a*	Partially mitigated, but remains significant and unavoidable.

PROJECT SUMMARY

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	an increase in V/C of .27 over the existing condition, and a change in level-of-service from "C" to "E".		*Transportation System Management (TSM) program shall be prepared and submitted in compliance with the City of Sacramento Ordinance 88-083. The program shall include a discussion and analysis of basic facilities and services that encourage the use of alternative commute modes by 35 percent of future tenants of proposed projects.* 6. *Through the project and environmental review process, the City of Sacramento and the Sacramento Housing and Redevelopment Agency shall consider and encourage transit oriented development (TOD) in accordance with TOD Guidelines, particularly in the Special Planning Districts as identified in the North Sacramento Community Plan.* 7. *As specific site development proposals are submitted in the North Sacramento Redevelopment Plan area, the Public Works Department*	

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
			at the City of Sacramento shall be consulted to determine if site specific transportation impacts may occur with the specific development proposal.	
	During the p.m. peak hour the intersections of El Camino/Evergreen experience a change in the level-of-service from "B" to "C" under the proposed project.	Project	None required.	Less than significant.
	No significant designs have been proposed for any of the potential parking sites. Very general cost estimates were developed for the sites that assumed potential 800-space parking garages. No feasibility studies have been prepared for a garage on any of these sites, and no design or engineering studies have been prepared. Any discussion of impacts of these parking proposals would be speculative at this point.	Project	~~Refer to mitigation measures 6 and 7.~~ 6. *Through the project and environmental review process, the City of Sacramento and the Sacramento Housing and Redevelopment Agency shall consider and encourage transit oriented development (TOD) in accordance with TOD Guidelines, particularly in the Special Planning Districts as identified in the North Sacramento Community Plan.*	Partially mitigated, but remains significant and unavoidable.

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
			7. As specific site development proposals are submitted in the North Sacramento Redevelopment Plan area, the Public Works Department at the City of Sacramento shall be consulted to determine if site specific transportation impacts may occur with the specific development proposal.	
	Implementation of the proposed project along with cumulative development will result in V/C ratios that reflect very poor levels of service during peak hours at most of the intersections analyzed in the project area under cumulative conditions. During the p.m. peak hour, all intersections with the exception of Arden Way and Royal Oaks Streets/Beaumont Street are projected to experience a level of service below the City of Sacramento standard of LOS "C". The most severe traffic impacts are shown by the projected level of service at the Arden	Cumulative	~~Refer to mitigation measure 6 in the Traffic and Circulation section.~~ *5. Prior to the issuance of a building permit for any new non-residential development in the North Sacramento Redevelopment Plan area, a Transportation System Management (TSM) program shall be prepared and submitted in compliance with the City of Sacramento Ordinance 88-083. The program shall include a discussion and analysis of basic facilities and services that encourage the use of alternative commute modes by 35*	*Partially* ~~M~~mitigated, *but remains significant and unavoidable until the mitigation and recommendations are fully accomplished.* ~~to a level of insignificance.~~

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	Way/Del Paso Boulevard intersection which remains at LOS "F" under the proposed project.		*percent of future tenants of proposed projects.* 6. *Through the project and environmental review process, the City of Sacramento and the Sacramento Housing and Redevelopment Agency shall consider and encourage transit oriented development (TOD) in accordance with TOD Guidelines, particularly in the Special Planning Districts as identified in the North Sacramento Community Plan.* 7. *As specific site development proposals are submitted in the North Sacramento Redevelopment Plan area, the Public Works Department at the City of Sacramento shall be consulted to determine if site specific transportation impacts may occur with the specific development proposal.*	
AIR QUALITY	The proposed project will have a short-term impact on air quality	Project	~~Refer to mitigation measure 8 in the Air Quality section.~~	Mitigated to a level of insignificance.

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	caused by construction activities. The demolition and clearing of existing uses, the excavation of the subsurface utilities, the preparation of foundations and footings, and building assembly will create temporary emissions of dust, fumes, equipment exhaust and other air contaminants throughout the project construction period.		8. *SHRA and the City of Sacramento shall ensure through construction site monitoring that construction activity areas confine dirt and fumes on-site. Careful construction planning to minimize interference with travel on downtown streets shall be conducted prior to construction. Minimization of lane obstructions and scheduling of operations that may interfere to off-peak hours shall be accomplished.*	
	The increase of traffic on local roadways throughout the project area could have an impact on localized ambient air quality standards. The 8-hour CO standard is exceeded at times in the Sacramento area with isolated violations expected to continue until late in the 1990s. Even small additional incremental CO impacts may, therefore, exacerbate a violation of standards.	Project and Cumulative	~~Refer to mitigation measure 9 in the Air Quality section, and mitigation measures 5-7 in the Traffic and Circulation section.~~ 5. *Prior to the issuance of a building permit for any new non-residential development in the North Sacramento Redevelopment Plan area, a Transportation System Management (TSM) program shall be prepared and submitted in compliance with the City of Sacramento Ordinance 88-083. The program*	Partially mitigated, but remains significant and unavoidable.

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
			shall include a discussion and analysis of basic facilities and services that encourage the use of alternative commute modes by 35 percent of future tenants of proposed projects. 6. *Through the project and environmental review process, the City of Sacramento and the Sacramento Housing and Redevelopment Agency shall consider and encourage transit oriented development (TOD) in accordance with TOD Guidelines, particularly in the Special Planning Districts as identified in the North Sacramento Community Plan.* 7. *As specific site development proposals are submitted in the North Sacramento Redevelopment Plan area, the Public Works Department at the City of Sacramento shall be consulted to determine if site specific transportation impacts may occur with the specific development proposal.*	

PROJECT SUMMARY

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
			9. Through project development and review, SHRA and the City of Sacramento shall encourage new development which incorporates the transportation control measures (TCM) outlined in the 1991 Sacramento AQAP and described below: • *Employer Commute Alternatives Rule* • *Worksite Commute Alternatives Rule* • *Institutional Commute Alternatives Rule* • *Commute Data Upgrade* • *Enhance Rideshare Matching and Placement* • *Expand TMA's* • *Expand Guaranteed Ride Home Effort* • *Alternative Work Schedules* • *Truck Idling Regulation* • *Improve Bus Routes, Service and Schedules* • *Improve Fare Collection System* • *Ramp Meter Bypass Lanes*	

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
			• *Freeway HOV Lanes* • *Arterial/Downtown HOV Lanes* • *Bicycling Safety and Enforcement* • *Shuttle Service* • *Tax Incentives* • *Preferential On-Street Parking* • *Preferential Off-Street Parking* • *Telecommunications*	
	The project will have an impact on regional air quality. Mobile source emissions will be generated from the residents, office employees and retail customers. The project traffic study estimates that over 21,000 daily external trips may be added to the roadway network at implementation of the proposed project. Project-generated traffic will add about 1.2 tons (2,400 pounds) of carbon monoxide (CO) and 0.1 - 0.2 tons (360 pounds) of nitrogen oxides (NO_x) and reactive organic gases (ROG) (220 pounds) to the re-	Project and Cumulative	~~Refer to mitigation measure 9 in the Air Quality section, and mitigation measures 5-7 in the Traffic and Circulation section.~~ 5. *Prior to the issuance of a building permit for any new non-residential development in the North Sacramento Redevelopment Plan area, a Transportation System Management (TSM) program shall be prepared and submitted in compliance with the City of Sacramento Ordinance 88-083. The program shall include a discussion and analysis of basic facilities and*	Partially mitigated, but remains significant and unavoidable.

PROJECT SUMMARY

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	gional airshed on a typical day. The project represents new sources of automotive emissions in an air basin that already exceeds ambient air quality standards for several pollutants.		*services that encourage the use of alternative commute modes by 35 percent of future tenants of proposed projects.* 6. *Through the project and environmental review process, the City of Sacramento and the Sacramento Housing and Redevelopment Agency shall consider and encourage transit oriented development (TOD) in accordance with TOD Guidelines, particularly in the Special Planning Districts as identified in the North Sacramento Community Plan.* 7. *As specific site development proposals are submitted in the North Sacramento Redevelopment Plan area, the Public Works Department at the City of Sacramento shall be consulted to determine if site specific transportation impacts may occur with the specific development proposal.*	

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
			9. *Through project development and review, SHRA and the City of Sacramento shall encourage new development which incorporates the transportation control measures (TCM) outlined in the 1991 Sacramento AQAP and described below:* • *Employer Commute Alternatives Rule* • *Worksite Commute Alternatives Rule* • *Institutional Commute Alternatives Rule* • *Commute Data Upgrade* • *Enhance Rideshare Matching and Placement* • *Expand TMA's* • *Expand Guaranteed Ride Home Effort* • *Alternative Work Schedules* • *Truck Idling Regulation* • *Improve Bus Routes, Service and Schedules* • *Improve Fare Collection System* • *Ramp Meter Bypass Lanes*	

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
			• *Freeway HOV Lanes* • *Arterial/Downtown HOV Lanes* • *Bicycling Safety and Enforcement* • *Shuttle Service* • *Tax Incentives* • *Preferential On-Street Parking* • *Preferential Off-Street Parking* • *Telecommunications*	
	The airshed is a non-attainment area, particularly for ozone, and is required by law to generate sufficient emissions reductions from all sources to meet state and federal standards. Any office, retail or residential project, regardless of scope, will impede this attainment process.	Project and Cumulative	~~Refer to mitigation measure 10 in the Air Quality section.~~ *10. SHRA and the City of Sacramento shall ensure attainment of more than the minimum state and local requirements for energy conservation measures to reduce indirect-source emissions from on- and off-site energy production. Recycling facilities such as segregated disposal bins for recyclables shall be provided in the project area in a manner phased with implementation of the plan.*	Partially mitigated, but remains significant and unavoidable.

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
NOISE	The proposed project will generate temporary construction noise on a short-term and long-term basis. Construction-related noise impacts can be anticipated throughout the 15-year buildout period. Construction-related noise sources include such emitters as trucks, bulldozers, grading equipment, concrete mixers and portable generators.	Project	~~Refer to mitigation measure 11 in the Noise section.~~ *11. The City of Sacramento Planning Department shall monitor all construction activities to ensure that the operation of construction activities will be limited to daytime working hours (7 a.m. to 5 p.m., Monday through Friday) to minimize the potential for disturbance to adjacent residences. All construction equipment shall be required to utilize noise control techniques (improved mufflers, equipment redesign, use of silencers and ducts) in order to minimize construction noise impacts.*	Mitigated to a level of insignificance.
	Noise impacts associated with the existing plus project scenario would have incrementally greater impacts on many of the same areas identified as experiencing existing noise impacts. Many of the residential areas discussed in the existing noise setting will continue to experience increased	Project and Cumulative	~~Refer to mitigation measures 12-14.~~ *12. Upon submission of building applications the City of Sacramento Planning Department shall ensure that project applicants pursue site planning which minimizes potential noise impacts to the use or generated by the use prior to the issuance*	Partially mitigated, but remains significant and unavoidable.

PROJECT SUMMARY

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	levels of noise due to increased traffic levels associated with the project itself.		*of building permits. Site planning techniques may include:* *a. Increasing the distance between the noise source and the receiver* *b. Placing non-noise sensitive land uses such as parking lots, maintenance facilities and utility areas between the source and the receiver* *c. Using non-noise sensitive structures such as garages to shield noise-sensitive areas* *d. Orienting buildings to shield outdoor spaces from a noise source* *13. The City of Sacramento Planning Department shall ensure applicant compliance with noise reduction requirements through architectural design prior to the issuance of building permits. Proper architectural layout may eliminate the need*	

PROJECT SUMMARY

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
			for costly construction modifications. 14. *The City of Sacramento Planning Department shall ensure that noise barriers or walls shall be constructed by project applicants to reduce excessive noise levels from ground transportation noise sources and industrial sources prior to the issuance of occupancy permits.* *Barriers shall be constructed at a minimum surface weight of 3½ lbs./sq. ft. and contain no cracks or openings. The barrier must interrupt the line-of-sight between the noise source and the receiver. In addition to meeting acoustical requirements, noise barriers shall be evaluated by the City of Sacramento Planing Department for possible maintenance problems, aesthetic and environmental considerations, safety conflicts and cost (Sacramento General Plan Update EIR, 1987).*	

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RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	The areas along the eastern corridor of El Camino Boulevard and the southern portion of Del Paso Boulevard may experience some land use-noise incompatibilities due to the conversion from industrial and commercial uses to Special Planning Districts (SPDs). Multi-family residences located in these areas, within 136 feet of the centerline of the roadways, may experience noise levels greater than 65 CNEL. Under existing conditions the mobile home park located at State Route 160 and Del Paso Boulevard experiences noise levels associated with the traffic on State Route 160 that exceed "normally acceptable" levels. The existing plus project scenario estimates that the 70 CNEL noise contour will be within the boundaries of the mobile home park. Some portions of the mobile home park are closer to the roadway than 267 feet (distance to the 70 CNEL contour) and these areas of the park may	Project	~~Refer to mitigation measure 17 in the Noise section.~~ 17. *If surcharging and settlement-monitoring are not used, the applicant shall be responsible for remedial removal of unsuitable soils to a depth where suitable soils are encountered. Soils shall be subsequently replaced and properly compacted to meet acceptable City construction standards. This work shall be accomplished under the supervision of the Geotechnical Engineer prior to issuance of building permits.*	Partially mitigated, but remains significant and unavoidable.

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	be subject to "unacceptable" noise levels.			
	The vacant area located at the northeastern point of the project area is designated for residential uses in the proposed plan. This area is located within the over-flight zone of McClellan Air Force Base and is subject to noise levels ranging from 65 CNEL to 70 CNEL. The Sacramento General Plan Noise Element does not allow for residential uses within the 65-70 CNEL noise contour. Residential uses are allowed in the overflight area in general. Residential development of this vacant area is addressed by the City policies and requirements which have been incorporated into the proposed project.	Project	None required.	Less than significant.
	The proposed plan will allow for new development adjacent to both rail lines. Most new development in these areas will be either industrial or office uses and	Project	~~Refer to mitigation measure 14 in the Noise section.~~ *14. The City of Sacramento Planning Department shall ensure that noise*	Mitigated to a level of insignificance.

PROJECT SUMMARY

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	thus increasing the allowable noise levels for these areas. The vacant area in the northeastern part of the project area is designated for residential use and is adjacent to the Southern Pacific Railroad line. Noise levels associated with railroad operations may have a significant impact on this particular area and should be considered on a project-specific basis.		*barriers or walls shall be constructed by project applicants to reduce excessive noise levels from ground transportation noise sources and industrial sources prior to the issuance of occupancy permits.* *Barriers shall be constructed at a minimum surface weight of 3½ lbs./sq. ft. and contain no cracks or openings. The barrier must interrupt the line-of-sight between the noise source and the receiver. In addition to meeting acoustical requirements, noise barriers shall be evaluated by the City of Sacramento Planing Department for possible maintenance problems, aesthetic and environmental considerations, safety conflicts and cost (Sacramento General Plan Update EIR, 1987).*	
	Implementation of the proposed plan will cumulatively generate an increased level of motor vehicles on the major arterials that run	Cumulative	~~Refer to mitigation measures 12-14 in the Noise section.~~	Partially mitigated, but remains significant and unavoidable.

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	throughout the project area, thus increasing the noise levels existing uses experience in the project area. Distances to the 65 and 70 CNEL contours will increase substantially along El Camino Avenue beyond Evergreen Street, Arden Way beyond Evergreen Street, and Highway 160. More sensitive noise receptors such as residential uses, will be exposed to "conditionally acceptable" noise levels.		12. *Upon submission of building applications the City of Sacramento Planning Department shall ensure that project applicants pursue site planning which minimizes potential noise impacts to the use or generated by the use prior to the issuance of building permits. Site planning techniques may include:* *a. Increasing the distance between the noise source and the receiver* *b. Placing non-noise sensitive land uses such as parking lots, maintenance facilities and utility areas between the source and the receiver* *c. Using non-noise sensitive structures such as garages to shield noise-sensitive areas* *d. Orienting buildings to shield outdoor spaces from a noise source*	

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RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
			13. The City of Sacramento Planning Department shall ensure applicant compliance with noise reduction requirements through architectural design prior to the issuance of building permits. Proper architectural layout may eliminate the need for costly construction modifications.	
			14. The City of Sacramento Planning Department shall ensure that noise barriers or walls shall be constructed by project applicants to reduce excessive noise levels from ground transportation noise sources and industrial sources prior to the issuance of occupancy permits. *Barriers shall be constructed at a minimum surface weight of 3½ lbs./sq. ft. and contain no cracks or openings. The barrier must interrupt the line-of-sight between the noise source and the receiver. In addition to meeting acoustical requirements, noise barriers shall be evaluated by the City of Sacramen-*	

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
			to Planing Department for possible maintenance problems, aesthetic and environmental considerations, safety conflicts and cost (Sacramento General Plan Update EIR, 1987).	
	Implementation of the proposed plan may increase the future traffic volumes along Highway 160 which will add to the noise levels of this area significantly. Like the existing plus project scenario, under 2010 conditions the 70 CNEL noise contour will be within the boundaries of the mobile home park area. However, under these cumulative traffic conditions the 70 CNEL noise contour will be located approximately 359 feet from the center of the roadway. Most of the mobile home park area will be subject to CNEL levels of 70 or greater. The portions of the park area closer to Highway 160 may be subjected to noise levels greater than 70	Cumulative	~~Refer to mitigation measures 12-14.~~ *12. Upon submission of building applications the City of Sacramento Planning Department shall ensure that project applicants pursue site planning which minimizes potential noise impacts to the use or generated by the use prior to the issuance of building permits. Site planning techniques may include:* *a. Increasing the distance between the noise source and the receiver* *b. Placing non-noise sensitive land uses such as parking lots, maintenance facilities and*	Partially mitigated, but remains significant and unavoidable.

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	CNEL. These greater levels are generally considered unacceptable for residential uses.		*utility areas between the source and the receiver* c. *Using non-noise sensitive structures such as garages to shield noise-sensitive areas* d. *Orienting buildings to shield outdoor spaces from a noise source* 13. *The City of Sacramento Planning Department shall ensure applicant compliance with noise reduction requirements through architectural design prior to the issuance of building permits. Proper architectural layout may eliminate the need for costly construction modifications.* 14. *The City of Sacramento Planning Department shall ensure that noise barriers or walls shall be constructed by project applicants to reduce excessive noise levels from ground transportation noise sources*	

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
			and industrial sources prior to the issuance of occupancy permits. *Barriers shall be constructed at a minimum surface weight of 3½ lbs./sq. ft. and contain no cracks or openings. The barrier must interrupt the line-of-sight between the noise source and the receiver. In addition to meeting acoustical requirements, noise barriers shall be evaluated by the City of Sacramento Planing Department for possible maintenance problems, aesthetic and environmental considerations, safety conflicts and cost (Sacramento General Plan Update EIR, 1987).*	
	The future circulation plans provide for the construction of the Arden-Garden Connector, the Exposition Boulevard Extension, the Evergreen Street Extension, and additional road improvements to accommodate increased traffic. Due to the increased levels of	Cumulative	None required.	Less than significant.

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	traffic that are associated with the proposed plan, more areas will experience increased noise levels. Many of the areas surveyed will not result in significant noise impacts because the surrounding areas are designated for industrial, office, or retail uses and those uses allow for greater noise levels.			
GEOLOGY/ SOILS	Differential settlement of compressible soils that exist in the project area could potentially cause severe damage to foundations of structures due to non-homogeneous subsurface conditions. Recompaction of compressible soils during grading could result in shrinkage by approximately 5 to 15 percent. Permanent dewatering, if needed, could induce subsidence if not properly addressed by a geotechnical engineer.	Project	~~Refer to mitigation measures 15—19 in the Geology/Soils section.~~ *15. Prior to the issuance of grading permits for individual projects, the project applicant shall be responsible for hiring a qualified Geotechnical Engineer (GE) and Hydrogeologist (HG), to be approved by the City of Sacramento Planning Director. The GE and HG shall jointly prepare a report for submittal to the City Engineer which shall assess and provide mitigation measures where necessary for the following:*	Mitigated to a level of insignificance.

PROJECT SUMMARY

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
			a. *Inducement of subsidence on-site through permanent dewatering.* b. *Inducement of hydroconsolidation and settlement (and its affect on proposed utilities and structures) through the addition of irrigation water and variations in groundwater level within collapsible soils.* c. *Settlement in areas of man-made fill.* d. *Sloughing and caving of non-cohesive, poorly trench walls when excavating for underground utilities.* e. *Ponding around structural footings and infiltration of excess water into the fill.* f. *Detail the use of piles and/or enlarged footings for critical structures (such as hospitals and schools) to reduce settle-*	

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RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE

ment damage from soils which may not be removed cost effectively.

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

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

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
			Engineer prior to issuance of building permits. 18. *The applicant shall be responsible for minimizing the settlement potential of artificial fill beneath all structures. This shall be achieved by utilization of proper compaction of fill materials (90 percent or better of ASTM Test Method D1557-78) during grading. This work shall be accomplished under the supervision of the Geotechnical Engineer prior to issuance of building permits.* 19. *Soil shrinkage shall be calculated by the GE into the grading plan design to allow for soil volume lost during grading. These calculations shall be approved by the City Engineer prior to issuance of grading permits. If necessary, soil shall be imported from offsite in order to achieve design grades.*	
	The weight of new artificial fill could cause consolidation of un-	Project	~~Refer to mitigation measures 15—19 in the Geology/Soils section.~~	Mitigated to a level of insignificance.

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	derlying unsuitable natural soil and subsequent settlement of the fill, which could continue for years.		*15. Prior to the issuance of grading permits for individual projects, the project applicant shall be responsible for hiring a qualified Geotechnical Engineer (GE) and Hydrogeologist (HG), to be approved by the City of Sacramento Planning Director. The GE and HG shall jointly prepare a report for submittal to the City Engineer which shall assess and provide mitigation measures where necessary for the following:* *a. Inducement of subsidence onsite through permanent dewatering.* *b. Inducement of hydroconsolidation and settlement (and its affect on proposed utilities and structures) through the addition of irrigation water and variations in groundwater level within collapsible soils.* *c. Settlement in areas of manmade fill.*	

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
			d. Sloughing and caving of non-cohesive, poorly trench walls when excavating for underground utilities. *e. Ponding around structural footings and infiltration of excess water into the fill.* *f. Detail the use of piles and/or enlarged footings for critical structures (such as hospitals and schools) to reduce settlement damage from soils which may not be removed cost effectively.* *16. Soils with identified settlement potential shall be surcharged and settlement-monitored by the applicant for a period of time (to be determined by the City Engineer) sufficient to achieve an acceptable percentage (to be determined by the Geotechnical Engineer and approved by the City Engineer) of potential settlement prior to construction.*	

PROJECT SUMMARY

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
			17. If surcharging and settlement-monitoring are not used, the applicant shall be responsible for remedial removal of unsuitable soils to a depth where suitable soils are encountered. Soils shall be subsequently replaced and properly compacted to meet acceptable City construction standards. This work shall be accomplished under the supervision of the Geotechnical Engineer prior to issuance of building permits.	
			18. The applicant shall be responsible for minimizing the settlement potential of artificial fill beneath all structures. This shall be achieved by utilization of proper compaction of fill materials (90 percent or better of ASTM Test Method D15-57-78) during grading. This work shall be accomplished under the supervision of the Geotechnical Engineer prior to issuance of building permits.	

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
			19. Soil shrinkage shall be calculated by the GE into the grading plan design to allow for soil volume lost during grading. These calculations shall be approved by the City Engineer prior to issuance of grading permits. If necessary, soil shall be imported from offsite in order to achieve design grades.	
	The addition of irrigation water and variations in ground-water level within collapsible soils can induce hydroconsolidation and settlement which may adversely affect utilities and structures. Noncohesive, poorly consolidated/ compacted subsurface soils may be subject to sloughing and caving when exposed in trench walls for underground utility excavations.	Project	~~Refer to mitigation measures 15 through 19 in the Geology/Soils section.~~ *15. Prior to the issuance of grading permits for individual projects, the project applicant shall be responsible for hiring a qualified Geotechnical Engineer (GE) and Hydrogeologist (HG), to be approved by the City of Sacramento Planning Director. The GE and HG shall jointly prepare a report for submittal to the City Engineer which shall assess and provide mitigation measures where necessary for the following:*	Mitigated to a level of insignificance.

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RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
			a. Inducement of subsidence on-site through permanent dewatering. *b. Inducement of hydroconsolidation and settlement (and its affect on proposed utilities and structures) through the addition of irrigation water and variations in groundwater level within collapsible soils.* *c. Settlement in areas of man-made fill.* *d. Sloughing and caving of non-cohesive, poorly trench walls when excavating for underground utilities.* *e. Ponding around structural footings and infiltration of excess water into the fill.* *f. Detail the use of piles and/or enlarged footings for critical structures (such as hospitals and schools) to reduce settle-*	

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
			ment damage from soils which may not be removed cost effectively. 16. *Soils with identified settlement potential shall be surcharged and settlement-monitored by the applicant for a period of time (to be determined by the City Engineer) sufficient to achieve an acceptable percentage (to be determined by the Geotechnical Engineer and approved by the City Engineer) of potential settlement prior to construction.* 17. *If surcharging and settlement-monitoring are not used, the applicant shall be responsible for remedial removal of unsuitable soils to a depth where suitable soils are encountered. Soils shall be subsequently replaced and properly compacted to meet acceptable City construction standards. This work shall be accomplished under the supervision of the Geotechnical*	

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
			Engineer prior to issuance of building permits. 18. *The applicant shall be responsible for minimizing the settlement potential of artificial fill beneath all structures. This shall be achieved by utilization of proper compaction of fill materials (90 percent or better of ASTM Test Method D1557-78) during grading. This work shall be accomplished under the supervision of the Geotechnical Engineer prior to issuance of building permits.* 19. *Soil shrinkage shall be calculated by the GE into the grading plan design to allow for soil volume lost during grading. These calculations shall be approved by the City Engineer prior to issuance of grading permits. If necessary, soil shall be imported from offsite in order to achieve design grades.*	
Recompaction of soils with expansive potential can increase the	Project	~~Refer to mitigation measures 20—24 in the Geology/Soils section.~~	Mitigated to a level of insignificance.	

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	possible adverse affects to structures, to fill slopes, and flatwork.		*20. Prior to issuance of grading permits, the project GE shall prepare a report for approval by the City Engineer which assesses and provides mitigation measures for the following:* *a. Specific measures for adequate foundation, paving, and flatwork design in areas of any remaining expansive soils.* *b. Assess expansive soil conditions for each building site prior to grading and upon completion of grading to confirm the location of expansive soils, if any.* *c. Identify the Expansion Index (EI) on-site and specify where necessary recommendations including, but not limited to: 1) presaturation of soils prior to concrete placement; 2) raised floors; 3) post-tensioned slabs; 4) thicker slabs; 5) deeper footings; 6) the addition*	

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
			of soil amendments to facilitate wetting during compaction. 21. *The applicant shall be responsible for remedial removal of expansive soils on-site during grading and prior to the issuance of building permits. Should any construction occur on expansive soils, the applicant shall adhere to the recommendations identified above.* 22. *The use of a single soil type or a well-mixed blend of two or more soil type near all finished pad elevations and fill slope faces shall be utilized to reduce the expansion potential of a single soil type. This practice shall be documented by the project GE based on expansion index testing performed on near surface soils upon the completion of grading for submittal to the City Engineer, prior to issuance of building permits.*	

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
			23. The use of expansive soils in fill embankments shall be avoided. Blending of expansive soils with nonexpansive soils is preferred. *24. The applicant shall be responsible for formulation of a soil moisture control plan if near surface expansive soils are identified upon the completion of rough grading. This plan shall be written by the project GE and submitted for approval to the City Engineer prior to issuance of building permits. This plan shall address the following issues:* *a. Indefinite maintenance of a constant moisture content in near surface expansive soils occurring on-site which would effect the performance of foundations, slabs, flatwork, slopes, paving, etc.* *b. Use of moisture barriers around foundations.*	

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RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
			c. Site grading techniques such that surface drainage around a structure is directed away from foundations. *d. The necessity for roof guttering or runoff collection systems installed on structures to minimize concentration of moisture along perimeter foundations or walkways and pavement areas.*	
Grading operations required to bring construction sites to design grade can result in the presence of both expansive and nonexpansive soils on a single lot unless selective grading procedures (use of a single soil type or a well mixed blend of two or more soil types near finished pad elevation) are utilized.	Project	~~Refer to mitigation measures 20 - 23 in the Geology/Soils section.~~ *20. Prior to issuance of grading permits, the project GE shall prepare a report for approval by the City Engineer which assesses and provides mitigation measures for the following:* *a. Specific measures for adequate foundation, paving, and flatwork design in areas of any remaining expansive soils.*	Mitigated to a level of insignificance.

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RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE

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

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

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

PROJECT SUMMARY

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
			22. *The use of a single soil type or a well-mixed blend of two or more soil type near all finished pad elevations and fill slope faces shall be utilized to reduce the expansion potential of a single soil type. This practice shall be documented by the project GE based on expansion index testing performed on near surface soils upon the completion of grading for submittal to the City Engineer, prior to issuance of building permits.* 23. *The use of expansive soils in fill embankments shall be avoided. Blending of expansive soils with nonexpansive soils is preferred.*	
Seismicity and Faulting				
The proposed project will involve the exposure of people, structures, and objects to seismic hazards such as severe ground shaking. In such an instance, some damage may occur to structures	Project	None required.		Less than significant.

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	such as cracking or structural failure.			
	Liquefaction Potential			
	Seismic-induced liquefaction can cause ground failure resulting in severe damage to buildings, flatwork, pavement and underground utilities. The potential for liquefaction can vary over short lateral distances, and the liquefaction potential on the project site may vary from one building site to the next. Some sandy and silty soils in the project area may be susceptible to liquefaction. This is a potentially significant project-specific impact. City policies and requirements and mitigation measure 28 have been provided to reduce liquefaction impacts to a level of insignificance.	Project-Specific	~~Refer to mitigation measure 25 in the Geology/Soils section.~~ *25. The City shall require project applicants to conduct geologic investigations of specific sites on a project-by-project basis. Such investigation shall include deep soil borings in all areas proposed for the development of structures having three or more stories, or for smaller structures involving high structural loads. These investigations shall be conducted and submitted to the City Engineer for approval prior to issuance of grading permits.*	Mitigated to a level of insignificance.
	In conjunction with other past, present, and reasonably foreseeable future projects, the proposed project will involve the exposure	Cumulative	None required.	Less than significant.

PROJECT SUMMARY

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	of people, structures, and objects to seismic hazards such as severe ground shaking. In such an instance, some damage may occur to structures such as cracking or structural failure. This is a significant cumulative impact which can be partially mitigated, but remains significant.			
HYDROLOGY	Applicants wishing to develop property within the 100-year flood plain will have to incorporate adequate flood protection measures.	Project	~~Refer to mitigation measures 26 – 29 in Hydrology section.~~ *26. City and County of Sacramento policies for A-99 zone projects shall be incorporated into planning, design and construction of the project. Prior to approval of any future special permits, design and construction plans depicting compliance with A-99 zone regulations shall be submitted to the City for review and approval.* *27. During the planning, design, and construction of the project, the Agency shall coordinate storm and sanitary sewer improvements with*	Partially mitigated but remains significant and unavoidable.

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
			the City Sever Division and Flood Control Office. The Agency shall design on-site drainage facilities to prevent street flooding during a 10-year storm event, and to prevent structural damage during a 100-year storm event. 28. *Concurrent with project approval, the City shall readopt the findings regarding flood-related impacts set forth in the Land Use Planning Policy within the 100-Year Flood Plain in the City and County of Sacramento EIR.* 29. *Prior to issuance of building permits the applicant shall execute a notice and waiver agreement as required by current flood-related City policy.*	
	Implementation of the proposed redevelopment plan will result in an increase in the exposure of people, structures and objects to flood hazards. Most of the future	Project and Cumulative	~~Refer to Mitigation Measures 30 through 32 in the Hydrology section.Partially mitigated but remains significant and unavoidable.~~	*Partially mitigated but remains significant and unavoidable.*

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	development would occur in areas requiring continued levee protection. The most likely flooding would occur in association with the NEMDC. Major drainage improvements would be necessary in North Sacramento to eliminate current flooding hazards. Implementation of mitigation measures can partially mitigate this impact, but it remains significant.		30. *The City and SHRA shall prohibit development in those areas where flood inundation time is less than two hours.* 31. *The City and SHRA shall contribute resources and financing to levee reconstruction in connection with development in the project area. This shall include, but not be limited to, portions of the Natomas East Main Drainage Canal levee. Development fees could be used to augment the contribution.* 32. *To reduce the risk of flooding throughout the area and avoid FEMA Floodplain designation, the City shall contribute resources and financing to reconstruction of low or structurally weak levees, reconstruction of the Folsom Dam spillway, and/or construction of a new storage reservoir on the American River.*	
Construction- and operations-related impacts on groundwater		Project	None required.	Less than significant.

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	quality from projects of this type are expected to be less than significant.			
	Impacts associated with surface water quality can be mitigated to a level of insignificance with mitigation measures 36 and 37.	Project	~~Refer to mitigation measures 33 and 34 in the Hydrology section.~~ *33. The City shall require applicant compliance with the following construction practices to protect water quality:* • *Minimize surface disturbance as much as possible;* • *Dispose of excavated material away from water sources in an appropriate manner;* • *Cover any denuded areas with a protective mulch as soon as practicable following active construction, and reseed with adaptive plant species of value to wildlife;* • *Enforce strict on-site handling rules to keep construction and*	Mitigated to a level of insignificance.

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RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
			maintenance materials out of waterways; • *Isolate any chemicals used and neutralize effects;* • *Collect and remove pollutants such as sanitary wastes and petroleum products from the job site;* • *Execute and comply with the streambed modification agreements with the Department of Fish and Game (DFG) during instream construction activities;* • *Prepare a spill prevention and countermeasure plan prior to construction; and* • *Use chemical toilets at all construction site to prevent bacterial and nutrient contamination of surface waters.*	

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
			34. Runoff control measures to trap pollutants, reduce flows, and promote infiltration shall be required by the City for all development in the project area. Such measures shall include provision for on-site retention and detention storage; designing storm drainage to slow water flows and thus depress peak flow volumes; minimizing impervious surfaces; and maximizing percolation, evaporation, and evapotranspiration of storm waters.	
	Redevelopment activities may disturb underground storage tanks, causing groundwater contamination.	Project	~~Refer to mitigation measure 35 in the Hydrology section.~~ *35. The City shall require applicants for redevelopment projects involving demolition, or projects on currently vacant land to remove any on-site underground tanks prior to the issuance of building permits.*	Partially mitigated but significant and unavoidable.
BIOLOGICAL RESOURCES	Adoption of the redevelopment plan would result in development	Project	~~Refer to mitigation measures 36—38 in the Biology section.~~	Partially mitigated but

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RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	on the two parcels of land in the project area that contain extensive stands of native oaks.		36. *The City shall require all remaining native trees (particularly oaks) more than 10 inches in diameter be preserved or replaced at a ratio of 1:1 if removed. In particular, the City shall attempt to preserve existing valley oaks while implementing the proposed plan. Standard requirements regarding protection of oaks (including no compaction or ground disturbance within the tree's dripline, no summer watering, and no change in grade) shall be required by the City as part of its efforts to preserve existing trees. In addition, the City shall sponsor an active tree planting program to reverse the trends toward depletion. The City shall consider incorporating tree planting into the standard conditions for developments, requiring tree planting for private activities that remove large trees.*	remains significant and unavoidable.
			37. *The City and Agency shall review the two sites that still contain extensive stands of native oaks (sites 2 and 40) for possible inclusion*	

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
			into open space, local parkland, or other zoning designed to protect the trees. In particular, the City shall consider designating site 2, adjacent to the American River Parkway as open space. The City shall require any proposed development on these two sites that would result in the removal of trees to be preceded by a full review of the trees and their local values, with an adequate level of replacement compensation provided for trees that are removed.	
			38. *For projects that could affect the few remaining pockets of natural vegetation or habitat (grassland, oaks, swales, etc. in sites 2, 4, 14, 34, and 40) the City shall require individual project applicants to document the site's presence or absence of wetlands, mature oaks, and/or sensitive species, and mitigate for potential losses as per discussions with the California Department of Fish and Game and/or the Army Corps of Engineers.*	

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RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	Buildout of the proposed plan could result in minor losses of small, fragmented wetlands.	Project	~~Refer to mitigation measures 39—41 in the Biology section.~~ *39. The City shall require individual project applicants to document the presence or absence of any wetlands in parcels proposed for development that are not currently developed. The City shall require letters of authorization or mitigation approval from the appropriate state and federal agencies as a condition of final local approval for projects that involve a wetland area.* *40. The City shall require project applicants to document a site's potential to support sensitive plants as a precondition to development if the proposed project site does not have any significant existing development, has not been filled or graded, and has any significant natural or naturalized vegetation.* *41. For projects that could affect the few remaining pockets of natural*	Partially mitigated but remains significant and unavoidable.

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
			vegetation or habitat (grassland, oaks, swales, etc. in sites 2, 4, 14, 34, and 40) the City shall require individual project applicants to document the site's presence or absence of wetlands, mature oaks, and/or sensitive species, and mitigate for potential losses as per discussions with the California Department of Fish and Game and/or the Army Corps of Engineers.	
	There are no prime habitats for sensitive plant species within the study area, and no significant impacts would occur to such species with implementation of the proposed plan.	Project	None required.	Less than significant.
	Adoption of the redevelopment plan could result in a significant impact to the valley elderberry longhorn beetle, a federally listed and protected species. Development of site 2 would result in the destruction of elderberry bushes which support the local VELB	*Project*	~~Project~~ *40. The City shall require project applicants to document a site's potential to support sensitive plants as a precondition to development if the proposed project site does not have any significant existing develop-*	~~Refer to mitigation measures 40 and 42 in the Biology section.~~ Partially mitigated but remains significant and unavoidable.

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	population. Project related activities (such as road improvements and maintenance) could adversely affect the row of elderberries in site 3 which may impact VELB populations. These impacts can be partially mitigated, but remain significant.		*ment, has not been filled or graded, and has any significant natural or naturalized vegetation.* 42. *The City and Agency shall assure that FWS requirements are fully met and proposed VELB mitigation measures are approved by FWS before allowing final local approval of any on-site development at site 2, where a known VELB population exists. The City and Agency shall consult with FWS before taking any action which could adversely affect the elderberry bushes at site 3 which could house a VELB population. The City and Agency shall conduct a investigation to document the presence or absence of VELB at site 3 before authorizing the use of any insecticides in the site vicinity or the removal of any elderberry bushes on the site. If any VELB are present, the City and Agency shall follow FWS guidelines to design an appropriate mitigation plan.*	

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	The loss of any mature valley oaks is a significant cumulative impact. Incremental losses of these trees have led to the current situation of depleted oak woodlands in and around the valley.	Cumulative	~~Refer to mitigation measures 36—38 in the Biology section.Partially mitigated yet remains significant and unavoidable.~~ *36. The City shall require all remaining native trees (particularly oaks) more than 10 inches in diameter be preserved or replaced at a ratio of 1:1 if removed. In particular, the City shall attempt to preserve existing valley oaks while implementing the proposed plan. Standard requirements regarding protection of oaks (including no compaction or ground disturbance within the tree's dripline, no summer watering, and no change in grade) shall be required by the City as part of its efforts to preserve existing trees. In addition, the City shall sponsor an active tree planting program to reverse the trends toward depletion. The City shall consider incorporating tree planting into the standard conditions for developments, requiring tree planting for private activities that remove large trees.*	*Partially mitigated yet remains significant and unavoidable.*

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RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
			37. The City and Agency shall review the two sites that still contain extensive stands of native oaks (sites 2 and 40) for possible inclusion into open space, local parkland, or other zoning designed to protect the trees. In particular, the City shall consider designating site 2, adjacent to the American River Parkway as open space. The City shall require any proposed development on these two sites that would result in the removal of trees to be preceded by a full review of the trees and their local values, with an adequate level of replacement compensation provided for trees that are removed.	
			38. For projects that could affect the few remaining pockets of natural vegetation or habitat (grassland, oaks, swales, etc. in sites 2, 4, 14, 34, and 40) the City shall require individual project applicants to document the site's presence or absence of wetlands, mature oaks, and/or sensitive species, and mitigate for potential losses as per	

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
			discussions with the California Department of Fish and Game and/or the Army Corps of Engineers.	
	Implementation of the proposed project could remove a small amount of open foraging habitat for Swainson's hawks.	Cumulative	None required.	Less than significant.
	Common wildlife species could be adversely affected by losing additional physical space and through even greater human disturbance and encroachment into the last remaining open sites. Resident populations of small mammals, reptiles and amphibians, insects, and some birds would be expected to decline somewhat with development of the last remaining properties. Many tolerant species that currently use the study area would continue to do so. This is not considered a significant impact.	Cumulative	None required.	Less than significant.
CULTURAL RESOURCES	The potential for the existence of prehistoric resources is estimated	Project	~~Refer to mitigation measure 43 in the Cultural Resources section.~~	Mitigated to a level of insignificance.

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	to be low to moderate. The three recorded archeological sites in the project vicinity do not lie within the proposed project area, and no impacts to these sites are anticipated. The confluence of the American River and the Sacramento River creates potential for the presence of cultural resources as these two streams were a source of abundant food supply for the Nisenan Maidu Indians. Due to the presence of the abovementioned sites and the proximity of the project area to the American River, it is possible that some archaeological resources may be discovered during construction activity under the proposed Redevelopment Plan.		43. *All project-specific environmental review occurring subsequent to the Redevelopment Plan initiation shall include the following mitigation measures:* • *The City shall require that project applicants ensure that an archaeologist is present during grading activities to inspect the underlying soil for cultural resources. If significant cultural resources are uncovered, the archaeologist shall have the authority to stop or temporarily divert construction activities to assess the significance of the find.* • *In the event that significant archaeological remains are uncovered during excavation and/or grading, all work shall stop in that area of subject property until an appropriate data recovery program can be developed and implemented.*	

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RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
			The cost of such a program shall be the responsibility of the applicant. • *The Agency in conjunction with the City of Sacramento Planning Department shall ensure that all new construction occurring on Del Paso Boulevard be conducted in accordance with the Architectural Design Guidelines for Del Paso Boulevard. Project applicants shall submit architectural designs to the Design Review Board for review prior to the issuance of building permits.* • *Prior to the issuance of demolition permits the City Planning Department shall ensure that project applicants conduct cultural resources research on the property in question. A written report shall be submitted to the Design Review Board and reviewed by the*	

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
			Agency. In the instance that a property is found to be significant on a local or regional level, the applicant shall investigate rehabilitation/adaptive re-use potential to the satisfaction of the City. If demolition is deemed necessary as the only feasible alternative, written and photographic documentation to Department of Interior Standards shall be prepared for submittal to the Planning Department prior to the granting of permits.	
	Implementation of the proposed Redevelopment Plan may result in impacts to historic resources in the project area. Such impacts could include demolition of historic commercial, residential or institutional facilities as a result of changing land uses, or impacts to the integrity of historic areas due to incompatible building deconstruction.	Project	~~Refer to mitigation measures 44 through 45 in the Cultural Resources section.~~ *44. The Building Department shall ensure Agency compliance with Section 16 of the Zoning Ordinance (Design Review) prior to the issuance of building or demolition permits for existing structures.*	Mitigated to a level of insignificance.

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
			45. The Agency shall conduct cultural resources research for properties on which it will undertake redevelopment. A written report shall be submitted to the City's Design Review Board for review. In the instance that a property is found to be significant on a local or regional level, the Agency shall investigate rehabilitation/adaptive re-use potential to the satisfaction of the Design Review Board. If demolition is deemed necessary by the Agency as the only feasible alternative, written and photographic documentation to Department of Interior Standards shall be prepared prior to the granting of permits. • *The Agency should develop design guidelines for residential areas within the project area prior to implementation of the Redevelopment Plan to ensure that new development maintains the existing character of the area's neighborhoods.*	

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RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
PUBLIC SERVICES AND UTILITIES				
Police	Additional officers may be required with implementation of the proposed plan.	Project	None required.	Less than significant.
Fire	The City Fire Department, based upon population density and development figures for the project area, does not foresee the need for additional staff or facilities arising from implementation of the proposed project.	Project	None required.	Less than significant.
Hospital Services	Sutter Health does not foresee any problems from a business perspective in serving the proposed plan.	Project	None required.	Less than significant.
	UC Davis Medical Center anticipates that the proposed project will have no significant impacts	Project	None required.	Less than significant.

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	on its provision of future hospital services.			
Water	The proposed project will generate an increase in the demand for water. The Water Division of Public Works anticipates that the increased demand for water generated by the proposed plan will not have a significant impact upon the capacity of water provided to the study area.	Project	None required.	Less than significant.
	The Water Division of the Public Works has identified that the existing level of water distribution in relation to fire protection for the study area is presently substandard and is incapable of supporting the level of development associated with the proposed plan. However, the plan itself calls for all substandard water mains and fire hydrants will be upgraded to meet the current standards.	Project	None required.	Less than significant.

PROJECT SUMMARY

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
Sewer	The service demand is determined by an average flow based upon land use. The Sacramento Regional County Sanitation District estimates based upon net development values that the additional peak wet weather flow will be approximately 700,000 gpd. The additional peak flow to the SCRWTP is considered an insignificant impact. Locally it is anticipated that the development associated with the proposed plan will have a significant impact on the existing sanitary sewer system due to existing sewer line capacity. As part of the proposed plan, these local deficiencies will be upgraded to accommodate the level of growth associated with the plan.	Project	None required.	Less than significant.
Storm Drainage	The Division of Flood Control and Sewers estimates that the level of new development and rejuvenation of existing development in the study area will have a significant impact upon the storm	Project	None required.	Less than significant.

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	drainage capacities of the area. However, planned upgrades to the system will reduce these impacts to a level of insignificance.			
Solid Waste	The solid waste division considers projects which contribute more than 500 tons/year as significant. The proposed plan will contribute 4,015 ton/year. The existing life-span of the existing landfill is estimated for another ~~2.5~~ *2.25* years. The impacts associated with solid waste are considered significant but can be mitigated to a level of insignificance with compliance with City policies and requirements.	Project	None required.	Less than significant.
Roadways	The Street Division of Public Works has indicated that because much of the study area is existing and is currently serviced, the additional proposed development of the area will not significantly impact the Street Division's ability to provide residential garden refuse pick-up and street cleaning.	Project	None required.	Less than significant.

PROJECT SUMMARY

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	Through implementation of the proposed plan, potential impacts associated with roadway deficiencies will be reduced to less than significant by planned roadway improvements.	Project	None required.	Less than significant.
Parks	City standards require five acres ofcommunity/neighborhood parkland per every one thousand in residential population. The proposed plan in order to be in accordance with City standards will require an approximated additional 5.0 acres of parklands within the general vicinity of the study area. The Master Plan for Park Facilities and Recreational Services (1984) proposes the addition of three neighborhood parks in and around the study area. The completion of these parks will create ten total acres of additional parkland in and around the study area.	Project and Cumulative	None required.	Less than significant.
Schools	Presently, many of the elementary, junior high and high schools	Project	None required.	Less than significant.

PROJECT SUMMARY

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	that provide educational services to the project area are near or above their designed capacity levels. The northern region of the project area will provide the most significant opportunities for new development thus adding the most significant levels of new students to the schools in the northern region of the project area. The potential future number of students associated with the proposed plan may result in significant impacts to the current capacity levels of the schools in the project area. These impacts can be avoided and are considered less than significant with adherence to existing City policies and requirements related to schools.			
Gas and Electricity				
Gas	Pacific Gas and Electric estimates that the future gas service demands associated with the proposed plan will not create a need	Project	None required.	Less than significant.

PROJECT SUMMARY

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	for expansion of facilities. It is anticipated that the proposed circulation and roadway improvements could require some relocation of existing gas mains. This is considered a significant impact that can be mitigated to a level of insignificance.			
Electricity	The anticipated new development and revitalization of existing uses will create an increased level of demand for electricity. Sacramento Municipal Utility District has estimated based on preliminary data that buildout of the proposed plan in the study area will require an additional 18 megawatts (MW) electrical power. This will result in a total substation load that exceeds existing capacity available and will require the need for an additional substation in the study area. Sacramento Municipal Utility District (SMUD) has an existing available site near the intersection of Rio Linda Boulevard and Alamo Ave-	Project	None required.	Less than significant.

PROJECT SUMMARY

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	nue. Development of the site will in turn require additional overhead and underground transmission lines along roadways and public utility easements in the study area.			
Cable Television	Sacramento Cable has indicated that it anticipates no significant impacts to existing and/or future cable service in the study area.	Project	None required.	Less than significant.
Telephone	Pacific Bell will provide service to all existing uses in the area through the existing transmission lines. Extension of services may be required for areas that currently do not receive service. Additional utility easements may be required for the extension of services to these areas.	Project	None required.	Less than significant.
Cumulative	The proposed redevelopment plan will induce development and growth to the North Sacramento Area. Past, present, and reasonably foreseeable development associated with the redevelopment	Project and Cumulative	None required.	Less than significant.

PROJECT SUMMARY

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	plan will have a cumulative effect on the provisions of water, sewer, police and fire protection, solid waste, storm drainage, roadways, gas and electricity, schools, medical services, and telephone services. These impacts can be mitigated to a level of insignificance.			

APPENDIX H

PUBLIC HEARING TRANSCRIPT

SYNOPSIS

Sacramento Housing and Redevelopment Commission

March 18, 1992

ROLL CALL

PRESENT: Amundson, Cespedes, Diepenbrock, Inglis, Moose, Simon, Simpson, Williams, Yew
ABSENT: Pernell, Wooley

APPROVAL OF ACTION SUMMARY SYNOPSIS

1. Meeting of March 4, 1992 - Approved as modified

2. Meeting of March 11, 1992 - Approved

CITIZENS COMMENTS

3. Loretta Haney spoke in reference to various complaints with her resident housing located at 1043 43rd Avenue.

CONSENT

4. Appointment of City/County Homeless Family Task Force Members

   The Commission recommended approval of the task force. SHRC 92-015.

5. Agreement with the Sacramento County Department of Social Services for In-Home Supportive Services Case Management

   The Commission recommended approval of the agreement. SHRC 92-016.

6. Wang Computer Maintenance Services

   The Commission recommended approval of the services. SHRC 92-017.

7. Calendar Year 1991 Major Donor Program

   The Commission recommended approval of the program. SHRC 92-018.

8. Minority/Women Business Enterprise Program Enterprise Program Annual Utilization Statistics, Program Activities and Accomplishments for 1991

This matter was received for information.

9. Various Documents Related to the Adoption of the Auburn Boulevard Redevelopment Plan

The Commission recommended release of the documents. This matter is scheduled for the Board of Supervisors on March 31, 1992.

10. Transfer of Funds from the 1992 Tax Allocation Bond (TAB) Contingency Fund to R Street Corridor Implementation Plan Fund

The Commission recommended approval of the transfer of funds. SHRC 92-019.

11. Second Amendment to the Disposition and Development Agreement Between the Housing Authority and Rural California Housing

The Commission recommended approval of the amendment. This matter is scheduled for the Board of Supervisors on March 31, 1992.

12. Public Housing Management Assessment Program

The Commission recommended approval of the assessment. SHRC 92-020.

The vote on the above Consent items:

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

PUBLIC HEARING

13. Authorization to Issue a Request for Proposals for a Consultant to Manage and Operate the Existing Enterprise Zone Job Bank and Amend the 1992 Community Development Block Grant Program

The Commission recommended approval of the request for proposals. This matter is scheduled for the City Council on March 31, 1992.

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

14. Public Hearing Amendment to the Community Development Block Grant Program to Fund Del Paso Heights Neighborhood Improvement Projects

The Commission recommended approval of the projects. This matter is scheduled for City Council on March 31, 1992.

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

15. Public Hearing on Draft Environmental Impact Report for Adoption of the North Sacramento Redevelopment Plan

The Commission recommended approval of the draft with the following comments:

a. Add mitigation measures to project summary.

b. Modify Descriptions of Impact to be consistent with mitigation measures and level of significance or vice versa.

c. Update years regarding solid waste section.

d. Tons of mixed refuse should be 836,718.

SHRC 92-022

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

19. Approach to Integration of Agency-Administered Social Services into Overall County Social Services Reorganization Plan

The Commission recommended approval of the reorganization plan. This matter is scheduled for City Council and Board of Supervisors on March 31, 1992. SHRC 92-023

AYES: Amundson, Cespedes, Diepenbrock, Inglis, Moose, Simpson, Williams, Yew, Simon
NOES: None
ABSENT: Pernell, Wooley

The Commission requested a tour of the Salvation Army facility.

20. Housing Authority Closure of Wait Lists for the Public Housing and Section 8 Assisted Housing Programs

The Commission recommended approval of the closure. This matter is scheduled for City Council and County Board of Supervisors on March 31, 1992.

AYES: Amundson, Cespedes, Diepenbrock, Inglis, Moose, Simpson, Williams, Yew, Simon
NOES: None
ABSENT: Pernell, Wooley

EXECUTIVE DIRECTOR'S REPORT

a. A reception will be held for the the grand-opening of the Lederwolff Culinary Academy restaurant on March 20, 1992 at 5:30 p.m.

b. Memorial services for Kathy Dinkel, former Del Paso Heights PAC member will be held on March 19th.

ITEMS AND QUESTIONS OF COMMISSION MEMBERS - None

Mari Rasmussen
for JOAN ROBERTS, Agency Clerk

SACRAMENTO HOUSING AND REDEVELOPMENT AGENCY

NORTH SACRAMENTO PROJECT AREA COMMITTEE

Minutes of April 6, 1992

Members Present: Austin, Clapp, DeCanio, Dye, Enloe, Garza, Gonsoulin, Johnson, Lemmon, Oliver, Perry

Members Absent: Jones, Lowry

Staff Present: Christine Groth, Anne Moore, Gail Ervin

The meeting was called to order at 7:05 p.m. by Chair Doug Austin.

A motion (Gonsoulin\Clapp) was made and approved by voice vote to approve the minutes of March 9, 1992.

A motion (Clapp\Johnson) was made and approved by voice vote to approve the minutes of March 23, 1992 with the amendment of deleting the sentence: The motion was repeated as "limiting the facility to 1700 seats."

The minute of April 2, 1992 were not passed since a quorum was not present.

OLD BUSINESS

- Draft Redevelopment Plan discussion and vote

  Steve Lemmon reported that the sub-committee on bond indebtedness had met and discussed that topic and Exhibit C of the Redevelopment Plan. He explained that the bond indebtedness figure was based upon Exhibit C and that if the Redevelopment Plan was not immediately approved the plan adoption would be delayed several months and the base year lost. Steve indicated that the subcommittee was concerned about the plan and the process.

  Anne Moore stated that is staff's recommendation to adopt the plan. Due to the process involved in redevelopment plan adoption, research must be done before the PAC is formed. Anne pointed out that up to $86 million may be borrowed at any one time for the area. Also, staff worked with the sub-committee to review Exhibit C. It was concluded that school facilities and social service facilities could be

constructed under a side agreement with the school districts and County of Sacramento. A majority of other public projects meantioned could be completed under the present plan. If a major problem is found with the plan in the future it can be amended. The Agency will be flexible and attempt to find ways to complete projects even if they are not on the list.

A discussion took place on the expertise of KatzHollis in redevelopment plan adoption.

A motion (Clapp\Johnson) was made to approve the Draft Redevelopment Plan.

Vote - Passed
Yes: 10; No: 0; Abstention: 1

NEW BUSINESS

- Draft EIR public comment

Gail Ervin, Environmental Coordinator for SHRA, explained that the Agency is accepting comments on the EIR until April 9, 1992.

Keith Johnson state that on page xvii "track" should be "tracks." He also expressed concern over the statement - Altos/Traction Avenue acts as a major barrier between the project area. He felt it was not a barrier.

Doug Austin noted that the statement - Railroad Overcrossings at Arden Way and the Southern Pacific Railroad (SPRR) tracks, El Camino Avenue and the SPRR tracks, and Arcade Boulevard and the SPRR tracks - should be deleted from page 54 due to previous completion of the overcrossings.

Debbie Pollart, environmental consultant for STA, explained that the EIR is tiered and will be used by the City as a basis for specific projects completed in the area. Depending upon the project, developers might avoid the EIR process or be forced to do a full scale EIR.

Bob Slobe made several comments on the Draft EIR:

- Page 52: questioned the total density of units
- Hagginwood was misspelled throughout the document
- Exhibit 11: map did not reflect true names of the areas

- Page 82: household income levels did not appear accurate
- Page 82: wording should be changed to: Highest Level of School
- Page 91: questioned the fact that intensity in industrial is shown to be double office
- Page 91: acreage of vacant land appears low
- Page 36: the word separate should be added in the sentence "The community's history as a **separate** incorporated jurisdiction"

Rudy Dye noted that the parcel at Eleanor and Del Paso Avenues is not underudalized as shown as shown on Exhibit 9.

- Projects Ideas

Doug Austin read project ideas submitted to the PAC (see attached) and requested additional comments. The following ideas were given.

- industrial area near Globe Station should have zoning change to retail
- trailer parks near Swanston Station could be changed to low income housing
- fire station must be relocated
- free trash dumping one day a month
- re-enforce current code enforcement activities
- hospital needed for the area

Anne Moore explained that in the near future $2 million will be available to jump start North Sacramento. $1 million will be used for housing projects and a second $1 million for commercial/industrial project. She explained that the Agency owns 58 Arden Way and hopes to make it an artist live/work space. She said that a consultant will be hired by City Planning in the near future to define new uses for the two special planning districts in the North Sacramento Community Plan and surrounding lightrail stations.

The PAC asked staff to compile a list of subcommittees other PACs use to expidite projects.

REPORT FROM CHAIR/STAFF/SUBCOMMITTEES

- Staff reported that a Workreation crew will be in the North Sacramento Project Area this summer doing clean-up projects. A presentation will be given next meeting and the PAC is encouraged to think of projects for them.

- Staff reported that the Planning Commission had accepted Planning staff's recommendation of a 2400 seat facility. However, that has since been appealed.

PUBLIC COMMENT

- The North Sacramento Chamber of Commerce will be holding their annual cleanup day May 16, 1992.

- It was noted that Washington Homes has withdrawn their proposal for the Kenwood Ave site. The Planning staff stated that the area requires denser development. The Parks Department is still interested in acquiring the site for a park.

- A motion (Clapp/Enloe) was made and approved by voice vote to adjourn.

92MINAPR

NORTH SACRAMENTO REDEVELOPMENT PLAN

Environmental Impact Report

Sacramento Housing and Redevelopment Agency

STA inc.

NORTH SACRAMENTO REDEVELOPMENT PLAN
ADMINISTRATIVE DRAFT
ENVIRONMENTAL IMPACT REPORT

STATE CLEARINGHOUSE #91102091

PREPARED FOR:

GAIL ERVIN
ENVIRONMENTAL COORDINATOR
SPECIAL SERVICES DIVISION
SACRAMENTO HOUSING AND REDEVELOPMENT AGENCY
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FEBRUARY 21, 1992

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EXECUTIVE SUMMARY

INTRODUCTION

This Environmental Impact Report analyzes the potential environmental impacts of the proposed North Sacramento Redevelopment Plan. The Redevelopment Plan includes the rehabilitation of existing structures, acquisition and management of the land by the Redevelopment Agency of the City of Sacramento to encourage commercial and low-income housing development, and the expansion and reconstruction of streets, utilities, and other public facilities.

The objective of this EIR is to serve as an informational document to be utilized by the City of Sacramento in considering proposed future development within the North Sacramento Study Area. The preparation of the EIR is under the supervision of the Sacramento Housing and Redevelopment Agency Environmental Coordinator. The lead agency responsible for approval of the project and certification of the EIR is the Redevelopment Agency of the City of Sacramento.

The project history and previous environmental documentation of the project are discussed in the Project Description section of this report.

The City of Sacramento is located in Sacramento County. The proposed study area is located in the northern portion of the City of Sacramento, adjacent to the American River Parkway, and is served by three freeways: Interstate 80, Business 80, and State Route 160. The Study Area encompasses approximately 1,100 acres and comprises approximately two percent of the City's land area.

The EIR will be a Program EIR and part of a tiering process as defined in CEQA Guidelines Section 15152. Tiering is an effort to focus on the environmental issues which are relevant to the approval being considered. It is anticipated that future approvals related to the proposed Redevelopment Plan will be able to utilize the information set forth in this Initial Study and EIR. Since a redevelopment plan is comprehensive and general, the proper level of environmental analysis is also general. As specific components are proposed, more specific environmental analysis will be prepared. Any deferred mitigation will be included in later project-specific environmental analyses.

PROJECT ENVIRONMENTAL SUMMARY

This Environmental Impact Report (EIR) evaluates the project's potential project-specific and cumulative impacts regarding land use, land use plans, population, housing, employment, transportation and circulation, air quality, noise, geology and soils, hydrology, biological resources, cultural resources, and public services and utilities. The General Summary section of this EIR provides a summary of potential impacts, mitigation measures, and levels of

significance. Impacts that have been addressed and the recommended mitigation are presented in the following text of this summary.

Land Use

Accelerated development, changed neighborhood character, the loss of open space, and loss of prime agricultural soils on a local basis, in conformance with the North Sacramento Community Plan, are considered insignificant impacts.

Internal land use incompatibilities and incompatibilities with surrounding uses can be mitigated to a level of insignificance with City policies and requirements.

The project's contribution to the cumulative loss of prime agricultural soils is less than significant.

Land Use Plans

Impacts analyzed for conflicts with the Sacramento Zoning Ordinance, Del Paso Heights Redevelopment Plan, and County of Sacramento General Plan are considered less than significant.

Impacts that can be mitigated to a level of insignificance at a policy level with City policies and requirements include future inconsistencies with the City of Sacramento General Plan, North Sacramento Community Plan, 1984 Parks and Recreation Facility Master Plan, and American River Parkway Plan.

Impacts that can be mitigated to a level of insignificance at a policy level include inconsistencies with the City of Sacramento General Plan Housing Element and the 1989 Parks and Recreation Facilities Master Plan.

Implementation of the proposed project in conjunction with other past, present, and reasonably foreseeable development may result in cumulative changes to City plans and policies. Future plan amendments are to be evaluated on a case-by-case basis and internal consistency is required. This is not considered a significant cumulative impact.

Population and Employment

The addition of population is not in itself a significant project-specific or cumulative impact. Indirect project-specific and cumulative impacts of population growth on traffic, noise, air quality, housing and public services and utilities are discussed in their respective sections of this EIR.

Regional and Citywide Employment

The development of the proposed project will create a significant amount of new employment opportunities which will rely upon affordable housing within the City. This is a project specific impact which can be partially mitigated, but remains significant and unavoidable.

The proposed project in conjunction with other past, present and reasonably foreseeable future projects will have a cumulative impact on the growth of employment opportunities in the area and on the attainment of a jobs-housing balance. The creation of jobs or employment opportunities in and of itself is not considered a significant adverse impact.

Local Employment

The implementation of the proposed project, in conjunction with other past, present, and reasonably foreseeable projects, will result in the displacement of businesses. The project's contribution to this impact can be mitigated to a level of insignificance.

Housing

Impacts to vacancy rates and the creation of new housing units associated with implementation of the proposed project are considered less than significant.

Impacts associated with relocation of households will be less than significant with full implementation of the relocation provisions of the proposed project.

The jobs/housing imbalance can be partially mitigated, but remains significant and unavoidable until full implementation of City policies and requirements and mitigation measures.

The potential for increases in housing costs and rental rates is partially addressed by the proposed project, but remains significant and unavoidable.

In conjunction with past, present, and reasonably foreseeable projects, the proposed project will contribute to a jobs/housing imbalance. This is considered a significant cumulative impact that can be partially mitigated, but will remain significant until full implementation of City policies and requirements and mitigation measures.

Traffic and Circulation

During the p.m. peak hour the intersections of El Camino/Del Paso and El Camino/Evergreen would experience a change in the level-of-service from "B" to "C" under the proposed project. However, in each instance the V/C falls below the City standard. Impacts to these intersections are considered less than significant.

Implementation of the proposed project will result in deterioration of the level-of-service at the Arden/Del Paso/Grove/Canterbury intersection form LOS "C" to LOS "F". The projected LOS also deteriorates below "C" at the intersection of Arden Way and Evergreen for the existing plus project scenario. Impacts will also occur to parking. These impacts can be partially mitigated, but remain significant.

The project in conjunction with 2010 cumulative development will result in V/C ratios that reflect very poor levels-of-service during peak hours at most of the intersections analyzed in the study area as well as on ST 160. This represents a significant unavoidable impact.

Air Quality

Micro-scale impacts are considered insignificant. Construction impacts can be mitigated to a level of insignificance. Long-term project-specific and cumulative air quality impacts can be partially mitigated, but remain significant and unavoidable.

Noise

Impacts associated with aircraft noise are considered less than significant. Significant impacts that can be mitigated to a level of insignificance include increased noise levels associated with temporary construction noise and railroad noise.

Impacts identified as significant, but partially mitigated include noise impacts on proposed land uses along the eastern corridor of El Camino Boulevard in the Special Planning District, increased noise levels to the parkland area along Highway 160, and the cumulative impacts associated with the proposed plan in conjunction with other plans.

Existing land use impacts associated with residential uses along El Camino Boulevard, Arden Way, Del Paso Boulevard and Highway 160 are considered significant and unavoidable impacts.

Geology and Soils

Project-specific impacts associated with compressible/collapsible soils, expansive soils, and liquefaction potential can be mitigated to a level of insignificance.

Project-specific and cumulative impacts related to seismicity and faulting can be partially mitigated, but remain significant and unavoidable.

Hydrology

Construction and operations-related impacts on groundwater from the proposed project are considered less than significant.

Impacts to the quality of surface water can be mitigated to a level of insignificance.

Project-specific and cumulative impacts associated with flooding and impacts associated with the quality of groundwater from sources both inside and outside of the project area are partially mitigated through implementation of the proposed mitigation measures, but remain significant and unavoidable.

Biology

Complete and successful implementation of City policies and requirements and mitigation measures will partially mitigate project-specific significant impacts to sensitive habitat and plant communities, but impacts will remain significant and unavoidable. In particular, the loss of 100-year old native oak trees in sites 2 and 40 would be a significant unavoidable impact that compensatory planting cannot completely mitigate.

Mitigation measures would partially reduce cumulative impacts to general vegetation and habitats, sensitive plant species, and the federally listed VELB, but they will remain significant and unavoidable.

In conjunction with other past, present, and reasonably foreseeable future projects, this project will have an incremental cumulative impact on the Swainson's hawk. The project contribution is considered less than significant. Cumulative impacts on common wildlife species are considered less than significant.

Cultural Resources

Impacts to archaeological resources during construction and impacts to historic resources can be mitigated to a level of insignificance.

Public Services and Utilities

Impacts of the proposed project are those related to the provision of parklands and cable television services are considered less than significant.

Impacts that are less than significant with incorporation of City policies and requirements into the proposed project include the following public services and utilities: hospital services, police protection, fire services, schools, sewers, water, storm drainage, roads, telephone, gas, and electricity.

ALTERNATIVES

Alternatives to the proposed project are listed below and are evaluated in this EIR. The Alternative section provides a descriptive analysis and evaluation of each alternative. In

addition, the Alternatives Summary displays a comparison of each alternatives' potential environmental impact in comparison to the proposed project.

- Alternative 1 - No Project/No Development
- Alternative 2 - Alternative Plan Boundaries
- Alternatives 3 and 4 - Circulation Alternatives
  - Circulation Alternative 1
  - Circulation Alternative 2
- Alternative 5 - Reduced Intensity Alternative
- Alternative 6 - Increased Intensity Alternative
- Alternative 7 - Alternative Location

LONG-TERM IMPLICATIONS OF THE PROJECT

Long-term implementation of the proposed Redevelopment Plan will reduce pressures for leapfrog development and agricultural land conversion in the Sacramento area by reducing barriers to urban infill development. Implementation of the plan may lead to increased development in the project area which would lead to increased economic activity in the project area, increased job opportunities for local residents, and increased availability of market rate and affordable housing in the City of Sacramento. Increased development would lead to the loss of biological habitat, particularly native oak stands, that now exists in the project area.

Implementation of the proposed plan would lead to irreversible commitments of limited resources used as building supplies, such as lumber, copper and petrochemical construction materials. Development would involve an irreversible commitment of labor and capital investment and an increased demand for public services.

It is anticipated that adoption of the proposed plan may lead to planned growth in the project area. Increased economic activity and housing units in the project area could stimulate unplanned growth in surrounding areas.

AREAS OF CONTROVERSY

Comments from public agencies and comments in response to the Notice of Preparation identify controversy surrounding traffic and circulation.

PROJECT SUMMARY

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
LAND USE	Displacement of residents may occur with redevelopment activities. Displacement of residents is addressed in the Housing section of this EIR.	Project	Refer to mitigation measure 4 in the Housing section.	Mitigated to a level of insignificance.
	Displacement of businesses may occur as commercial and industrial properties redevelop. Displacement of industrial/heavy commercial uses is also anticipated in Special Planning Districts (SPDs). Displacement of businesses is addressed in the Population and Employment section of this EIR.	Project	Refer to mitigation measure 2 in the Population and Employment section.	Mitigated to a level of insignificance.
	Implementation of the Redevelopment Plan will encourage several public improvements such as improved water/wastewater/-drainage facilities, the Arden-Garden Connector and Evergreen Street Extension to SR 160. These improvements may disrupt or divide existing neighborhoods along the thoroughfares. Established areas may be disrupted due	Project	None required.	Less than significant.

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	to increased congestion, noise, and air quality degradation. These impacts are considered in their respective sections of this EIR.			
	There is a potential that increased traffic volume, improved access, and improved infrastructure will accelerate development and induce growth of higher densities and intensities. This could alter existing neighborhood characteristics.	Project and Cumulative	None required.	Less than significant.
	Development of the Community Plan land uses will replace existing vacant land altering the given nature of the site. In total, 187 acres of open space/vacant uses could be converted to urban uses with new development.	Project and Cumulative	Refer to mitigation measures 37 and 39 in the Biology section.	Less than significant.
	Internally, land use incompatibilities may occur where new development or redevelopment allows non-residential uses adjacent to residential uses.	Project	None required.	Less than significant.

PROJECT SUMMARY

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	Land use incompatibilities at the northern end of the project area are not anticipated. Residential uses will abut with residential uses. To the east, the Southern Pacific Railroad track acts as a major barrier and buffer. No land use incompatibilities are anticipated. To the west and northwest, the Union Pacific Railroad Tracts and Altos/-Traction Avenues act as major barriers between the project area and adjacent areas. Development consistent with designated Community Plan land uses may result in land use incompatibilities between the proposed industrial/-labor intensive complex south of SR 160 and the American River Parkway.	Project	None required.	Less than significant.
	The proposed project would remove barriers to growth that could result in a cumulative loss of open space and the loss of prime agricultural soils.	Project	None required.	Less than significant.

PROJECT SUMMARY

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	Development of industrial and labor intensive land uses such as office in the southern portion of the project area will result in an irretrievable loss of prime agricultural soils.	Cumulative	None required.	Less than significant.
LAND USE PLANS	The proposed project incorporates the uses of the North Sacramento Community Plan. No General Plan Amendments are proposed or required.	Project and Cumulative	None required.	Less than significant.
	In general the proposed project supports the overall General Plan Goals and Policies found in the Introduction.	Project and Cumulative	Refer to mitigation measure 1 in the Land Use Plans section.	Mitigated to a level of insignificance at a policy level.
	The proposed project generally supports the goals, policies, and programs found in the Residential Land Use Element.	Project and Cumulative	None required.	Less than significant.
	The proposed project generally supports the goals, policies, and programs found in the Housing Element.	Project and Cumulative	None required.	Less than significant.

PROJECT SUMMARY

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	Implementation of the proposed project may result in conflict with jobs-housing balance policies depending on the intensity of future employment-generating uses and the success of mixed-use concepts in the Special Planning Districts.	Project and Cumulative	Refer to mitigation measure 1 in the Land Use Plans section.	Mitigated to a level of insignificance at a policy level.
	Overall, the proposed project promotes the goals and policies of the General Plan Commerce and Industry Land Use Element objectives. Implementation of the proposed project which supports industrial and labor intensive uses near the American River Parkway, may conflict with Goal A, Policies 1 and 2. Development of this portion of the Project Area would be in conflict with these policies.	Project and Cumulative	Refer to mitigation measure 1 in the Land Use Plans section.	Mitigated to a level of insignificance at a policy level.
	The proposed project encourages circulation improvements in accordance with the General Plan Circulation Element goals and policies. No conflicts with Circu-	Project and Cumulative	None required.	Less than significant.

PROJECT SUMMARY

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	lation Element goals and policies are anticipated.			
	Implementation of the proposed project will result in compliance with many General Plan Conservation and Open Space Element goals and policies. Implementation of the proposed project may result in conflicts with Goal C, Policy 1 and Goal D.	Project and Cumulative	Refer to mitigation measure 1 in the Land Use Plans section.	Mitigated to a level of insignificance at a policy level.
	The proposed project supports the General Plan Public Facilities and Services Element goals and policies. No land use plans conflicts are anticipated.	Project and Cumulative	None required.	Less than significant.
	The proposed project supports the General Plan Health and Safety Elements policies. No conflicts with adopted goals and policies are anticipated.	Project and Cumulative	None required.	Less than significant.
	The Redevelopment Plan assumes the land uses and public improvements outlined in the North Sacramento Community Plan. No	Project	None required.	Less than significant.

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	consistency impacts are anticipated.			
	The proposed project supports the Land Use Element goals and policies of the North Sacramento Community Plan. No land use plan conflicts are anticipated.	Project	None required.	Less than significant.
	The proposed project supports the Housing Element of the North Sacramento Community Plan. No land use plan conflicts are anticipated.	Project	None required.	Less than significant.
	The proposed project supports the Transportation Element of the North Sacramento Community Plan goals and objectives. No land use plan conflicts are anticipated.	Project	None required.	Less than significant.
	The proposed project supports a majority of the Public Facilities and Service Element of the North Sacramento Community Plan goals and objectives. Implementation of land uses assumed under	Project and Cumulative	None required.	Less than significant.

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	the proposed project may result in conflicts with the following identified actions. Parks and Open Space • Identify in this plan the City's desire to preserve important natural open spaces and wildlife habitats near Dry Creek, Arcade Creek, near the Natomas East Drainage Canal, south of Woodlake Park along the creek, and the American River. • Designate land containing the critical habitat of the elderberry beetle and hairstreak butterfly with the R-Review Zone. This designation will allow review to ensure that future development will not harm these rare			

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	and endangered species of wildlife.			
	The proposed project supports the Neighborhood Environment Element of the North Sacramento Community Plan goals, policies, and objectives. No land use plan conflicts are anticipated.	Project	None required.	Less than significant.
	The proposed project assumes the land uses in the North Sacramento Community Plan. The Zoning Ordinance implements the Community Plan. No Zoning Amendments are proposed. No site-specific projects are proposed at this time to analyze for compliance with Zoning Ordinance requirements.	Project and Cumulative	None required.	Less than significant.
	The land uses assume under the Redevelopment Plan include industrial and labor intensive uses near the American River Parkway. Individual projects proposed under the Plan may conflict with adopted goals and policies related	Project and Cumulative	Refer to mitigation measure 1 in the Land Use Plans section.	Mitigated to a level of insignificance at a policy level.

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	to visual damage to wildlife, and recreation use disruption depending on specific location, design, and height.			
	The Parks and Recreation Facilities Master Plan does not indicate a future park at the SR 160 and Del Paso Boulevard area although it is indicated in the North Sacramento Community Plan as "Parks, Parkways, and Open Space," and by extension, is included in the proposed Redevelopment Plan.	Project and Cumulative	Refer to mitigation measure 1 in the Land Use Plans section.	Mitigated to a level of insignificance at a policy level.
	Applicants wishing to develop property within the 100-year flood plain will have to incorporate adequate flood protection measures. The Land Use Planning Policy within the 100-year Flood Plain in the City and County of Sacramento EIR recommends that the General Plan Land Use policies add measures to reduce risk of flood damage. These are described in the Hydrology section of this EIR.	Project and Cumulative	None required.	Less than significant.

PROJECT SUMMARY

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	Implementation of the proposed project in conjunction with other past, present, and reasonably foreseeable development may result in cumulative substantial changes to City plans and policies. Future plan amendments are to be evaluated on a case-by-case basis and internal consistency is required.	Cumulative	None required.	Less than significant.
POPULATION AND EMPLOYMENT	Net housing development will increase the population of the project area by 1,068. This represents a growth rate of 16 percent over 17 years, or an average annual growth rate of just over one percent. This is not significantly different from the historic growth rate of the project area over the past decade.	Project and Cumulative	None required.	Less than significant.
	It is estimated that between 4,086 and 5,885 new employment opportunities may exist for the project area. The income level projected for project area employees will make it difficult for a single-	Project	Refer to mitigation measure 3 in the Housing section.	Partially mitigated, but remains significant and unavoidable.

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	income household to purchase an average priced home in the area. This could lead to a housing/jobs imbalance for the area and in turn a need for more affordable housing in the regional and local areas.			
	The proposed plan will increase the demand for skilled employees in the North Sacramento area. Due to the potential lack of skilled local employees, future employers may be forced to utilize more skilled commuter workers from other areas of the City and/or County. This could have some economic repercussions to the local economy.	Project	None required.	Less than significant.
	Implementation of the proposed project may result in a displacement of businesses as properties redevelop.	Project and Cumulative	Refer to mitigation measure 2 in the Population and Employment section.	Mitigated to a level of insignificance.
	In conjunction with past, present, and reasonably foreseeable development projects, buildout of the	Cumulative	None required.	Less than significant.

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	proposed project land uses will contribute to regional population growth. Additional regional population growth will result in indirect impacts to traffic, noise, air quality, housing, and public services are described above. These issues are considered in their respective sections of this EIR.			
	The proposed project, in conjunction with other past, present, and reasonably foreseeable future projects, will have a cumulative impact on the growth of employment opportunities in the area and on the attainment of a jobs/housing balance.	Cumulative	Refer to mitigation measure 3 in the Housing section.	Partially mitigated, but remains significant and unavoidable.
	The implementation of the proposed project in conjunction with other past, present, and reasonably foreseeable projects will result in the displacement of businesses.	Cumulative	Refer to mitigation measure 2 in the Population and Employment section.	Mitigated to a level of insignificance.
HOUSING	Implementation of the proposed plan will add 526 dwelling units	Project	Refer to mitigation measures	Mitigated to a level of insignificance.

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	on presently vacant land. Housing units may also be eliminated for other redevelopment project proposed in the project area. The displacement of existing households is considered a significant impact which can be mitigated to a level of insignificance.		3 and 4 in the Housing section.	
	Despite the proposed number of new units, an insufficient number of housing units will be available in relationship to employment opportunities. New demand will also contribute to a jobs/housing imbalance in the City as a whole. The jobs/housing imbalance created under this scenario is considered a significant impact which can be partially mitigated with City policies and requirements and mitigation measures, but will remain significant until successful implementation of goals, policies, and mitigation measures.	Project	None required.	Less than significant.
	The vacancy rate may drop in the Study Area due to increased	Project	None required.	Less than significant.

PROJECT SUMMARY

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	housing demand as a result of new employment opportunities. The vacancy rate in the immediately surrounding vicinity, and the City as a whole, could be expected to decrease due to the likelihood of a jobs/housing imbalance in the study area. Impacts associated with vacancy rates are considered insignificant.			
	Increases in housing costs and rental rates in the project area and City-wide as a result of implementation of the proposed project is a significant impact which can be partially mitigated.	Project	None required.	Less than significant.
	Due to the proposed increase in commercial office, retail, and industrial space in the City and in the project area, the proposed project, in conjunction with past, present, and reasonably foreseeable projects, would generate additional demand for housing in the regional and local areas. Some of the impacts will be alle-	Project and Cumulative	None required.	Less than significant.

PROJECT SUMMARY

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	viated because of the plan for construction of new residential units. It is anticipated that these units will not meet the demand of the additional employees generated from the proposed project, and may contribute to the City's job-housing imbalance.			
TRAFFIC AND CIRCULATION	For the "Existing Plus Project" scenario, level-of-service deteriorates at the Arden and Del Paso and Grove intersection from "C" to "F" during the a.m. peak hour, and "E" to "F" during the p.m. peak hour.	Project	Refer to mitigation measure 5-7 in the Traffic and Circulation section.	Partially mitigated, but remains significant and unavoidable.
	The projected Level-of-Service also deteriorates from the existing "A" to "D" at the intersection of Arden Way and Evergreen Street for the "Existing Plus Project" scenario. During the p.m. peak hour, this intersection experiences an increase in V/C of .27 over the existing condition, and a change in level-of-service from "C" to "E".	Project	Refer to mitigation measure 5-7 in the Traffic and Circulation section.	Partially mitigated, but remains significant and unavoidable.

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	During the p.m. peak hour the intersections of El Camino/Evergreen experience a change in the level-of-service from "B" to "C" under the proposed project.	Project	None required.	Less than significant.
	No significant designs have been proposed for any of the potential parking sites. Very general cost estimates were developed for the sites that assumed potential 800-space parking garages. No feasibility studies have been prepared for a garage on any of these sites, and no design or engineering studies have been prepared. Any discussion of impacts of these parking proposals would be speculative at this point.	Project	Refer to mitigation measures 6 and 7.	Partially mitigated, but remains significant and unavoidable.
	Implementation of the proposed project along with cumulative development will result in V/C ratios that reflect very poor levels of service during peak hours at most of the intersections analyzed in the project area under cumulative conditions. During the p.m.	Cumulative	Refer to mitigation measure 6 in the Traffic and Circulation section.	Mitigated to a level of insignificance.

PROJECT SUMMARY

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	peak hour, all intersections with the exception of Arden Way and Royal Oaks Streets/Beaumont Street are projected to experience a level of service below the City of Sacramento standard of LOS "C". The most severe traffic impacts are shown by the projected level of service at the Arden Way/Del Paso Boulevard intersection which remains at LOS "F" under the proposed project.			
AIR QUALITY	The proposed project will have a short-term impact on air quality caused by construction activities. The demolition and clearing of existing uses, the excavation of the subsurface utilities, the preparation of foundations and footings, and building assembly will create temporary emissions of dust, fumes, equipment exhaust and other air contaminants throughout the project construction period.	Project	Refer to mitigation measure 8 in the Air Quality section.	Mitigated to a level of insignificance.

PROJECT SUMMARY

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	The increase of traffic on local roadways throughout the project area could have an impact on localized ambient air quality standards. The 8-hour CO standard is exceeded at times in the Sacramento area with isolated violations expected to continue until late in the 1990s. Even small additional incremental CO impacts may, therefore, exacerbate a violation of standards.	Project and Cumulative	Refer to mitigation measure 9 in the Air Quality section, and mitigation measures 5-7 in the Traffic and Circulation section.	Partially mitigated, but remains significant and unavoidable.
	The project will have an impact on regional air quality. Mobile source emissions will be generated from the residents, office employees and retail customers. The project traffic study estimates that over 21,000 daily external trips may be added to the roadway network at implementation of the proposed project. Project-generated traffic will add about 1.2 tons (2,400 pounds) of carbon monoxide (CO) and 0.1 - 0.2 tons (360 pounds) of nitrogen oxides (NO_x) and reactive organic gases	Project and Cumulative	Refer to mitigation measure 9 in the Air Quality section, and mitigation measures 5-7 in the Traffic and Circulation section.	Partially mitigated, but remains significant and unavoidable.

PROJECT SUMMARY

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	(ROG) (220 pounds) to the regional airshed on a typical day. The project represents new sources of automotive emissions in an air basin that already exceeds ambient air quality standards for several pollutants.			
	The airshed is a non-attainment area, particularly for ozone, and is required by law to generate sufficient emissions reductions from all sources to meet state and federal standards. Any office, retail or residential project, regardless of scope, will impede this attainment process.	Project and Cumulative	Refer to mitigation measure 10 in the Air Quality section.	Partially mitigated, but remains significant and unavoidable.
NOISE	The proposed project will generate temporary construction noise on a short-term and long-term basis. Construction-related noise impacts can be anticipated throughout the 15-year buildout period. Construction-related noise sources include such emitters as trucks, bulldozers, grading	Project	Refer to mitigation measure 11 in the Noise section.	Mitigated to a level of insignificance.

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	equipment, concrete mixers and portable generators.			
	Noise impacts associated with the existing plus project scenario would have incrementally greater impacts on many of the same areas identified as experiencing existing noise impacts. Many of the residential areas discussed in the existing noise setting will continue to experience increased levels of noise due to increased traffic levels associated with the project itself.	Project and Cumulative	Refer to mitigation measures 12-14.	Partially mitigated, but remains significant and unavoidable.
	The areas along the eastern corridor of El Camino Boulevard and the southern portion of Del Paso Boulevard may experience some land use-noise incompatibilities due to the conversion from industrial and commercial uses to Special Planning Districts (SPDs). Multi-family residences located in these areas, within 136 feet of the centerline of the roadways, may experience noise levels greater	Project	Refer to mitigation measure 17 in the Noise section.	Partially mitigated, but remains significant and unavoidable.

PROJECT SUMMARY

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	than 65 CNEL. Under existing conditions the mobile home park located at State Route 160 and Del Paso Boulevard experiences noise levels associated with the traffic on State Route 160 that exceed "normally acceptable" levels. The existing plus project scenario estimates that the 70 CNEL noise contour will be within the boundaries of the mobile home park. Some portions of the mobile home park are closer to the roadway than 267 feet (distance to the 70 CNEL contour) and these areas of the park may be subject to "unacceptable" noise levels.			
	The vacant area located at the northeastern point of the project area is designated for residential uses in the proposed plan. This area is located within the overflight zone of McClellan Air Force Base and is subject to noise levels ranging from 65 CNEL to 70 CNEL. The Sacramento Gen-	Project	None required.	Less than significant.

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	eral Plan Noise Element does not allow for residential uses within the 65-70 CNEL noise contour. Residential uses are allowed in the overflight area in general. Residential development of this vacant area is addressed by the City policies and requirements which have been incorporated into the proposed project.			
	The proposed plan will allow for new development adjacent to both rail lines. Most new development in these areas will be either industrial or office uses and thus increasing the allowable noise levels for these areas. The vacant area in the northeastern part of the project area is designated for residential use and is adjacent to the Southern Pacific Railroad line. Noise levels associated with railroad operations may have a significant impact on this particular area and should be considered on a project-specific basis.	Project	Refer to mitigation measure 14 in the Noise section.	Mitigated to a level of insignificance.

PROJECT SUMMARY

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	Implementation of the proposed plan will cumulatively generate an increased level of motor vehicles on the major arterials that run throughout the project area, thus increasing the noise levels existing uses experience in the project area. Distances to the 65 and 70 CNEL contours will increase substantially along El Camino Avenue beyond Evergreen Street, Arden Way beyond Evergreen Street, and Highway 160. More sensitive noise receptors such as residential uses, will be exposed to "conditionally acceptable" noise levels.	Cumulative	Refer to mitigation measures 12-14 in the Noise section.	Partially mitigated, but remains significant and unavoidable.
	Implementation of the proposed plan may increase the future traffic volumes along Highway 160 which will add to the noise levels of this area significantly. Like the existing plus project scenario, under 2010 conditions the 70 CNEL noise contour will be within the boundaries of the mobile home park area. However, under	Cumulative	Refer to mitigation measures 12-14.	Partially mitigated, but remains significant and unavoidable.

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	these cumulative traffic conditions the 70 CNEL noise contour will be located approximately 359 feet from the center of the roadway. Most of the mobile home park area will be subject to CNEL levels of 70 or greater. The portions of the park area closer to Highway 160 may be subjected to noise levels greater than 70 CNEL. These greater levels are generally considered unacceptable for residential uses.			
	The future circulation plans provide for the construction of the Arden-Garden Connector, the Exposition Boulevard Extension, the Evergreen Street Extension, and additional road improvements to accommodate increased traffic. Due to the increased levels of traffic that are associated with the proposed plan, more areas will experience increased noise levels. Many of the areas surveyed will not result in significant noise impacts because the surrounding	Cumulative	None required.	Less than significant.

PROJECT SUMMARY

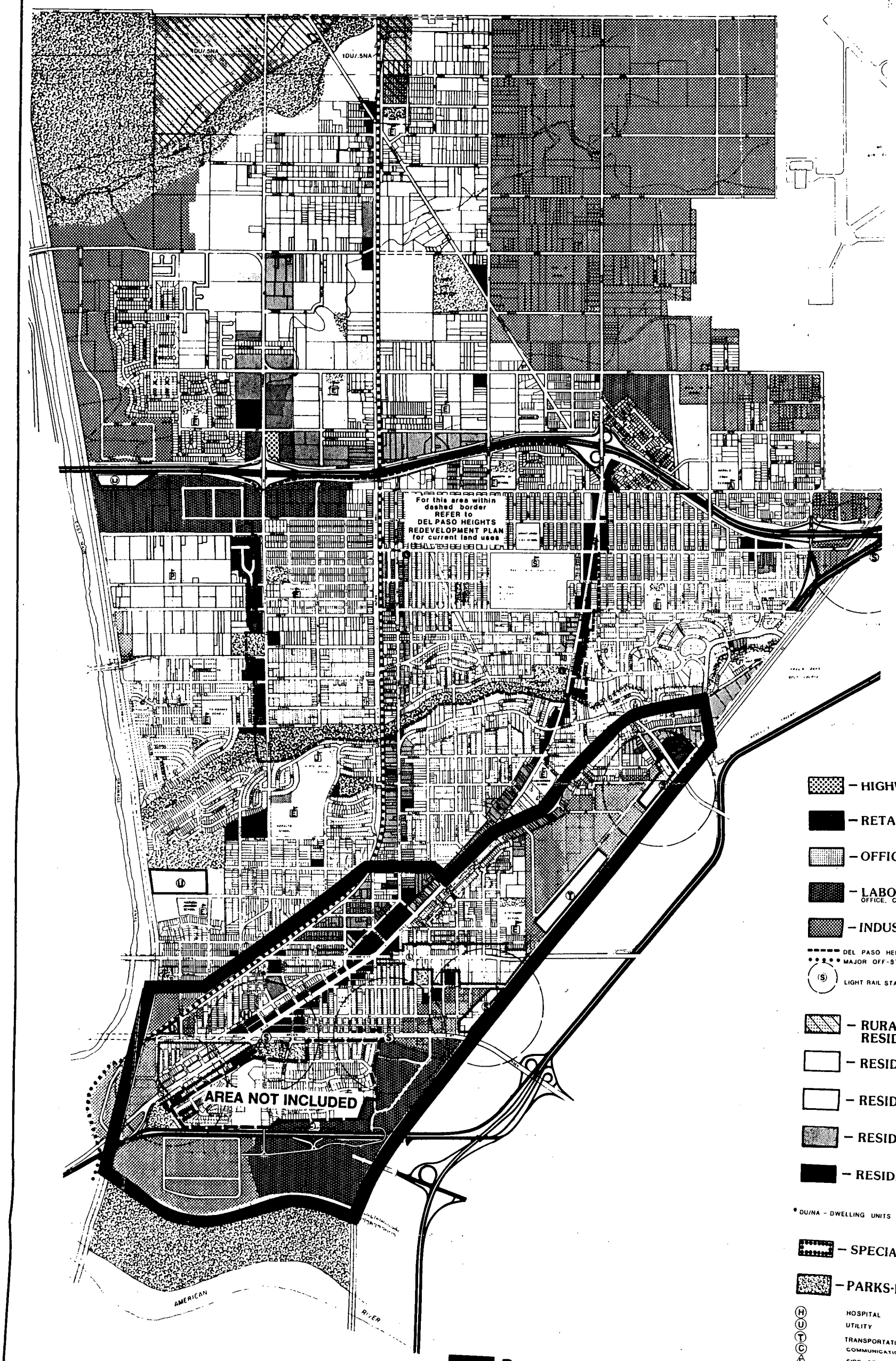
RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	areas are designated for industrial, office, or retail uses and those uses allow for greater noise levels.			
GEOLOGY/ SOILS	Differential settlement of compressible soils that exist in the project area could potentially cause severe damage to foundations of structures due to non-homogeneous subsurface conditions. Recompaction of compressible soils during grading could result in shrinkage by approximately 5 to 15 percent. Permanent dewatering, if needed, could induce subsidence if not properly addressed by a geotechnical engineer.	Project	Refer to mitigation measures 15 - 19 in the Geology/Soils section.	Mitigated to a level of insignificance.
	The weight of new artificial fill could cause consolidation of underlying unsuitable natural soil and subsequent settlement of the fill, which could continue for years.	Project	Refer to mitigation measures 15 - 19 in the Geology/Soils section.	Mitigated to a level of insignificance.
	The addition of irrigation water and variations in ground-water	Project	Refer to mitigation measures	Mitigated to a level of insignificance.

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	level within collapsible soils can induce hydroconsolidation and settlement which may adversely affect utilities and structures. Noncohesive, poorly consolidated/ compacted subsurface soils may be subject to sloughing and caving when exposed in trench walls for underground utility excavations.		15 through 19 in the Geology/Soils section.	
	Recompaction of soils with expansive potential can increase the possible adverse affects to structures, to fill slopes, and flatwork.	Project	Refer to mitigation measures 20 - 24 in the Geology/Soils section.	Mitigated to a level of insignificance.
	Grading operations required to bring construction sites to design grade can result in the presence of both expansive and nonexpansive soils on a single lot unless selective grading procedures (use of a single soil type or a well mixed blend of two or more soil types near finished pad elevation) are utilized.	Project	Refer to mitigation measures 20 - 23 in the Geology/Soils section.	Mitigated to a level of insignificance.

PROJECT SUMMARY

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	Seismicity and Faulting			
	The proposed project will involve the exposure of people, structures, and objects to seismic hazards such as severe ground shaking. In such an instance, some damage may occur to structures such as cracking or structural failure.	Project	None required.	Less than significant.
	Liquefaction Potential			
	Seismic-induced liquefaction can cause ground failure resulting in severe damage to buildings, flatwork, pavement and underground utilities. The potential for liquefaction can vary over short lateral distances, and the liquefaction potential on the project site may vary from one building site to the next. Some sandy and silty soils in the project area may be susceptible to liquefaction. This is a potentially significant project-specific impact. City policies and requirements and mitigation mea-	Project-Specific	Refer to mitigation measure 25 in the Geology/Soils section.	Mitigated to a level of insignificance.

RESOURCE	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
	sure 28 have been provided to reduce liquefaction impacts to a level of insignificance.			
	In conjunction with other past, present, and reasonably foreseeable future projects, the proposed project will involve the exposure of people, structures, and objects to seismic hazards such as severe ground shaking. In such an instance, some damage may occur to structures such as cracking or structural failure. This is a significant cumulative impact which can be partially mitigated, but remains significant.	Cumulative	None required.	Less than significant.
HYDROLOGY	Applicants wishing to develop property within the 100-year flood plain will have to incorporate adequate flood protection measures.	Project	Refer to mitigation measures 26 - 29 in Hydrology section.	Partially mitigated but remains significant and unavoidable.
	Implementation of the proposed redevelopment plan will result in an increase in the exposure of people, structures and objects to	Project and Cumulative	Refer to Mitigation Measures 30 through 32 in the Hydrology section. Partially mitigated	



Source: City of Sacramen

NORTH SACRAMENTO COMMUNITY PLAN

NORTH SACRAMENTO REDEVELOPMENT PLAN EIR
Sacramento Housing and Redevelopment Agency

STA inc.

no scale

Exhibit 5

3. Water Distribution Improvements -- install new and upgrade existing water distribution mains.

4. Sewer System Improvements -- install new and upgrade existing sewer mains and other improvements.

5. Storm Drain Improvements -- install new and upgrade existing storm drains and improve and reconstruct various facilities.

6. Street, Sidewalk, Curbs and Gutters Improvements -- construction, installation and reconstruction throughout project area.

7. Parking Facilities

8. Park and Library Improvements

Redevelopment of the project area, including public improvements and facilities, will be financed through: tax increment revenues allocated to the Agency pursuant to the Redevelopment Plan; costs borne by private developers; City general fund revenues; federal revenue sharing; and any other funding that becomes available to the Agency. The Report to the City Council on the proposed Redevelopment Plan will include detailed explanations of the method of financing and the economics of the project. The Final EIR will be a part of the Report to the City Council.

REQUIRED DISCRETIONARY ACTIONS

The following section describes discretionary actions that are required for project approval. For all actions, approval is granted by the lead agency, the Redevelopment Agency of the City of Sacramento (Agency).

1. **Certification of the EIR.** Acceptance of an environmental document 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.

2. **Adoption of the Redevelopment Plan.** Adoption of the North Sacramento Redevelopment Plan by the Agency and City Council.

ADDITIONAL FUTURE DISCRETIONARY APPROVALS

The EIR will be used in the adoption of the Redevelopment Plan and the adoption of and approval of any of the following Project implementation activities that may be necessary:

1. Approval of disposition and development agreements;

2. Approval of owner participation agreements;

3. Approval and funding of public facilities and improvements projects;

4. Sale of tax increment and/or other bonds, certificates of participation and other forms of indebtedness;

5. Acquisition and demolition of property;

6. Rehabilitation of property;

7. Reloction of displaced occupants;

8. Approval of certificates of conformance;

9. Approval of development plans, including zoning and other variances and conditional use permits; including those low and moderate income housing units; and

10. Issuance of permits and other approvals necessary for implementation of the Redevelopment Plan.

This document is designed to be a Program EIR as defined in CEQA Guidelines section 15168. It addresses the impacts of the series of governmental approvals which would be required to implement the Redevelopment Plan. This EIR, therefore, concentrates on the programmatic aspects of the Redevelopment Plan.

This document, when final and certified, will serve as the environmental baseline for subsequent approvals pursuant to implementation of the Redevelopment Plan.

Guidelines Section 15168 describes the continuing application of a Program EIR:

> (c) Use With Later Activities. Subsequent activities in the progam must be examined in light of the Program EIR to determine whether an additional environmental document must be prepared.
>
> > (1) If a later activity would have effects that were not examined in the Program EIR, a new initial study would need to be prepared leading to either an EIR or a negative declaration.
> >
> > (2) If the agency finds that pursuant to Section 15162, no new effects would occur or no new mitigation measures would be requierd, the agency can

> approve the activity as being within the scope of the project covered by the Program EIR, and no new environmental document would be required.
>
> (3) An agency shall incorporate feasible mitigation measures and alternatives developed in the Program EIR into subsequent actions of the program . . .

Even when the relevant government agency determines that additional environmental analysis is necessary, the Program EIR can facilitate the process, as is noted in Guidelines Section 15168:

> (d) Use with Subsequent EIRs and Negative Declarations. A Program EIR can be used to simplify the tasks of preparing environmental documents on later parts of the program. The Program EIR can:
>
> (1) Provide the basis in an initial study for determing whether the later activity may have any significant effects.
>
> (2) Be incorporated by reference to deal with regional influences, secondary effects, cumulative impacts, broad alternatives, and other factors that apply to the program as a whole.
>
> (3) Focus an EIR on a subsequent project to permit discussion solely of new effects which had not been considered before.

In summary, subsequent approvals pursuant to the Redevelopment Plan may be the subject of Initial Studies and subsequent environmental documents including Negative Declarations and EIRs, if the specific activity would create impacts or circumstances not addressed in the Progam EIR on the Redevelopment Plan.

PROJECT HISTORY

The City of Sacramento, and the Redevelopment Agency of the City of Sacramento, have been concerned with the physical, social and economic conditions present in the community of North Sacramento. Despite available housing and residential sites, commercial land and leasable space, shopping opportunities, proximity to the Downtown, and improved access via light rail, very few businesses, households and individuals have been patronizing or investing in the area. This disinvestment has led to, and continues to contribute to, severe physical, social and economic blight in North Sacramento.

The City and the Agency have employed a number of programs to encourage revitalization and improve the quality of life in North Sacramento and adjacent areas. These programs include: the designation of two Community Development Block Grant target areas (Gardenland/Noralto and East Del Paso Heights); the establishment of a business improvement district on Arden Way, El Camino Avenue and Del Paso Boulevard; the

implementation of various economic development programs for Del Paso Boulevard; the implementation of the Del Paso Heights Redevelopment Project; and various other programs and projects. Despite these efforts, problems persist due to a lack of public financial resources.

At the encouragement of community residents and business leaders, and at the direction of the City Council, the Agency in cooperation with the City Planning Division, have undertaken a study to determine whether redevelopment is an appropriate and feasible means of reversing deteriorating trends, remedying blight, developing job opportunities, and creating a new image for the North Sacramento area.

On October 2, 1990, the City Council adopted a resolution designating portions of North Sacramento as a Redevelopment Project Survey Area (Survey Area) for the purpose of redevelopment. The Redevelopment Agency adopted a resolution authorizing the Executive Director to initiate a preliminary study of the Survey Area, and to determine its potential as a redevelopment project area.

On September 19, 1991 the Agency adopted a resolution approving the North Sacramento Redevelopment Project boundaries (project area) and the Preliminary Plan, which: (1) provides a preliminary assessment of the Survey Area in light of the requirements of the California Community Redevelopment Law (CRL) for project eligibility regarding blight; (2) makes recommendations for a redevelopment program to address the blighting conditions found in the area; (3) assesses the financial feasibility of a redevelopment program; and (4) makes recommendations concerning redevelopment project area boundaries.

On October 10, 1991, a Notice of Preparation (NOP) was distributed along with a Project Description and Initial Study to responsible, trustee, and taxing agencies. The NOP and accompanying materials are included in Appendix A.

PROJECT OBJECTIVES

Certain goals and objectives have been identified by the Agency in connection with the project, the accomplishment of which will attain the purposes of the California Community Redevelopment Law. In general, the goals and objectives of redevelopment in the project area are as follows:

1. Reduce local unemployment through the development of local job opportunities and preservation of the area's existing employment base by encouraging office development and labor intensive industrial uses and by capitalizing on local skill training programs and City policies regarding local hiring.

2. Promote private and public sector cooperation and involvement in sustaining existing businesses and encouraging new private investment in the area's commercial sector.

3. Expand commercial uses which are convenient to and meet the daily needs of North Sacramento's residents by strengthening and supporting community shopping facilities in the Del Paso-El Camino business district and at the same time encourage commercial activities serving the City and surrounding areas.

4. Conserve, rehabilitate and redevelop the area in accord with the General Plan, the Community Plan, the redevelopment plan and local codes and ordinances, including controlling unplanned growth by guiding revitalization activities and new development in such a manner as to meet the needs of the area, the City and its citizens.

5. Increase, improve and preserve the area's housing stock by encouraging a mix of housing types and densities available to a range of households (e.g., elderly, low- and moderate-income, special needs) through a variety of mechanisms, such as rehabilitation, market incentives, and subsidies.

6. Increase access to and circulation within the North Sacramento Community through a variety of traffic improvements and transportation modes.

7. Conserve and build upon the positive qualities of the North Sacramento Community and at the same time eliminate and prevent the spread of blight and deterioration, which engender negative perceptions of the area.

8. Retain and promote community services and facilities that support and enhance neighborhood cohesiveness, stability and pride.

9. Encourage the generation of increased sales, business license, hotel occupancy and other fees, taxes, and revenues to the City.

10. Reduce the City's annual costs for the provisions of local services to and within the area.

11. Provide new and improve existing public improvements and facilities, the absence or inadequacy of which constitute an economic liability of the City and cannot be remedied by private or governmental action without redevelopment.

LEAD AND RESPONSIBLE AGENCIES

Lead Agency

The project sponsor is the Sacramento Housing and Redevelopment Agency for the Redevelopment Agency of the City of Sacramento (Agency). In conformance with Sections 15050 and 15367 of the State CEQA Guidelines, the Agency has been designated the "lead agency" which is defined as the "public agency which has the principal responsibility for carrying out or disapproving a project."

The Lead Agency contact is:

Ms. Gail Ervin
Environmental Coordinator
Special Services Division
Sacramento Housing and Redevelopment Agency
630 I Street
Sacramento, CA 95814
(916) 440-1364

Responsible/Trustee Agencies

Responsible agencies are those agencies which have discretionary approval over one or more actions involved with development of the proposed project site. Trustee agencies are state agencies having discretionary approval or jurisdiction by law over material resources affected by a project. These agencies may include, but are not limited to the following:

City of Sacramento
Councilmember Lila Ferris
City Council
915 I Street, Room 205
Sacramento, CA 95814
(916) 264-7002

Air Resources Board
Barbara Fry
1131 S Street
Sacramento, CA 95814
(916) 322-8267

American River Flood Control District
Doug Kennedy
2590 Venture Oak Way
Sacramento, CA 95833
(916) 925-5550

Caltrans District 3
Brian J. Smith
703 B Street
Marysville, CA 95901
(916) 741-4277

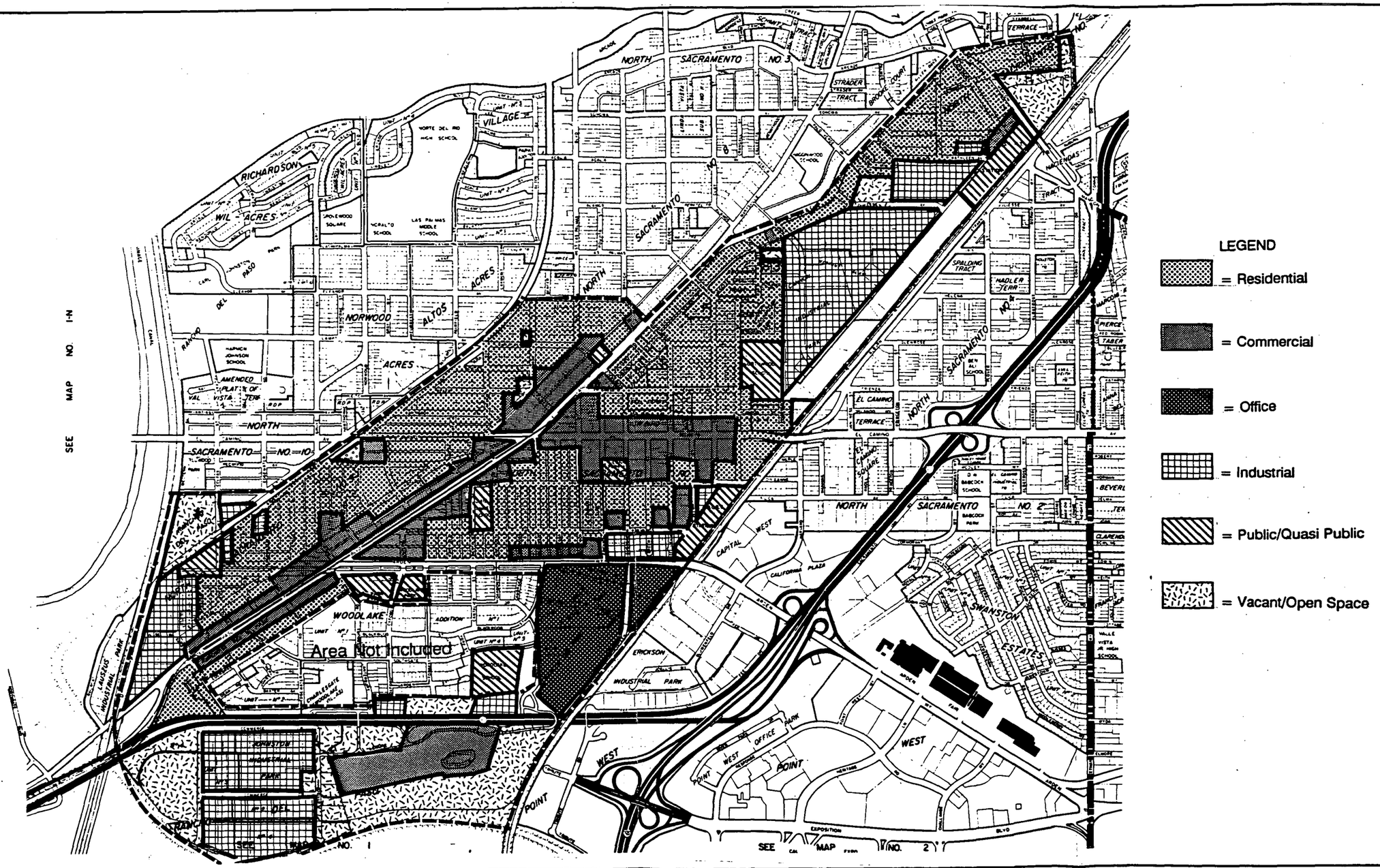
Department of Fish and Game
David Zezulak
Environmental Services
1701 Nimbus Road
Rancho Cordova, CA 95670
(916) 355-7030

Native American Heritage Commission
Sue A. Johnson
915 Capitol Mall, Room 288
Sacramento, CA 95814
(916) 653-4082

Office of Historic Preservation
Hans Kreutzberg
P.O. Box 942896
Sacramento, CA 94296-0001
(916) 322-9621

Sacramento Endangered Species Office
Cay Goude
U.S. Fish and Wildlife
2800 Cottage Way
Sacramento, CA 95825
(916) 978-4866

IV. REGIONAL, SUBREGIONAL, AND LOCAL/PROJECT AREA SETTING



Source: STA Planning, Inc.

EXISTING LAND USES MAP

NORTH SACRAMENTO REDEVELOPMENT PLAN EIR
Sacramento Housing and Redevelopment Agency

STA inc.
no scale

Exhibit 6

Please refer to the November 1991, "Preliminary Report on the Proposed Redevelopment Plan for the North Sacramento Redevelopment Project Area" for further information.

Surrounding Land Uses

Surrounding land uses to the north include low-density residential, strip commercial along Del Paso Boulevard, and pockets of medium- and high-density residential. Further north, above North Avenue and the I-80 Freeway, large acreage of residential, industrial, and public uses are found.

Surrounding land uses to the south include the American River Parkway and the American River. To the west lie the Natomas East Main Drainage Canal and low-density residential uses. Land uses adjacent to the project area on the east include the Erickson Industrial Park, Point West Office complex, and low-density residential.

Agriculture/Soils

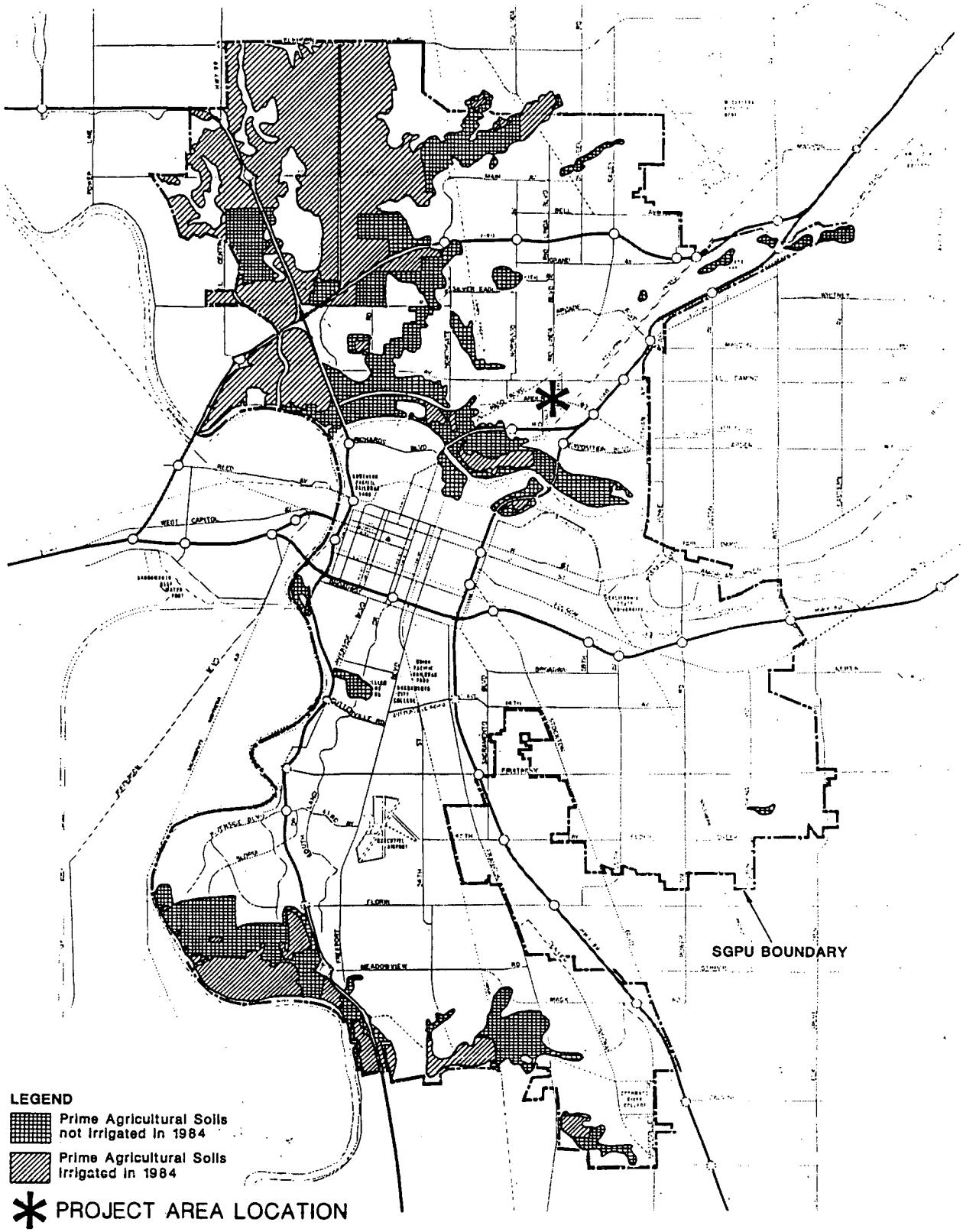
The Sacramento General Plan Update EIR has identified prime agricultural soils in the southern portion of the project area between the American River and State Route 160. Please refer to Exhibit 7. A majority of the prime agricultural soils were not irrigated as of 1984 according to the Sacramento General Plan Update Final EIR.

Development Trends

The community of North Sacramento has developed separately from the City of Sacramento due to the following:

- North Sacramento was a separate incorporated jurisdiction until 1964 when it was annexed to the City of Sacramento.
- Physical and man-made barriers physically isolate the community from other areas: e.g. the American River, State Route (SR) 160, East Main Drainage Canal, Union Pacific Railroad, and Southern Pacific Railroad.
- The community's history as an incorporated jurisdiction and the physical and man-made barriers have resulted in a street and circulation system that is uncoordinated with the rest of the City of Sacramento.

Despite available housing stock and residential sites, shopping opportunities, and light rail access, very few businesses, households and individuals are patronizing or investing in the North Sacramento project area.



Source: City of Sacramento

PRIME AGRICULTURAL SOILS

NORTH SACRAMENTO REDEVELOPMENT PLAN EIR
Sacramento Housing and Redevelopment Agency

STA inc.

no scale

Exhibit 7

A June 6, 1991 Infill Status Report prepared by the City Planning Division indicates that since 1983, the North Sacramento community as a whole has accommodated 290 infill units. Reasons for such a successful infill incentive program have been attributed to the Natomas building moratorium and promotion of affordable housing. A review of proposed planning projects within the North Sacramento Redevelopment project area indicates that as of May 22, 1991 development activity in the last three years has been minimal and has focused on residential uses.

IMPACTS AND MITIGATION

According to CEQA, Appendix G, a project will normally have a significant land use impact if it would result in:

(m) Displacement of a large number of people.

(u) Disruption or division of the physical arrangement of an established community.

(y) Conversion of prime agricultural land to non-agricultural uses or impairment of the agricultural productivity of prime agricultural land.

For the purposes of this EIR the following shall also be considered significant impacts:

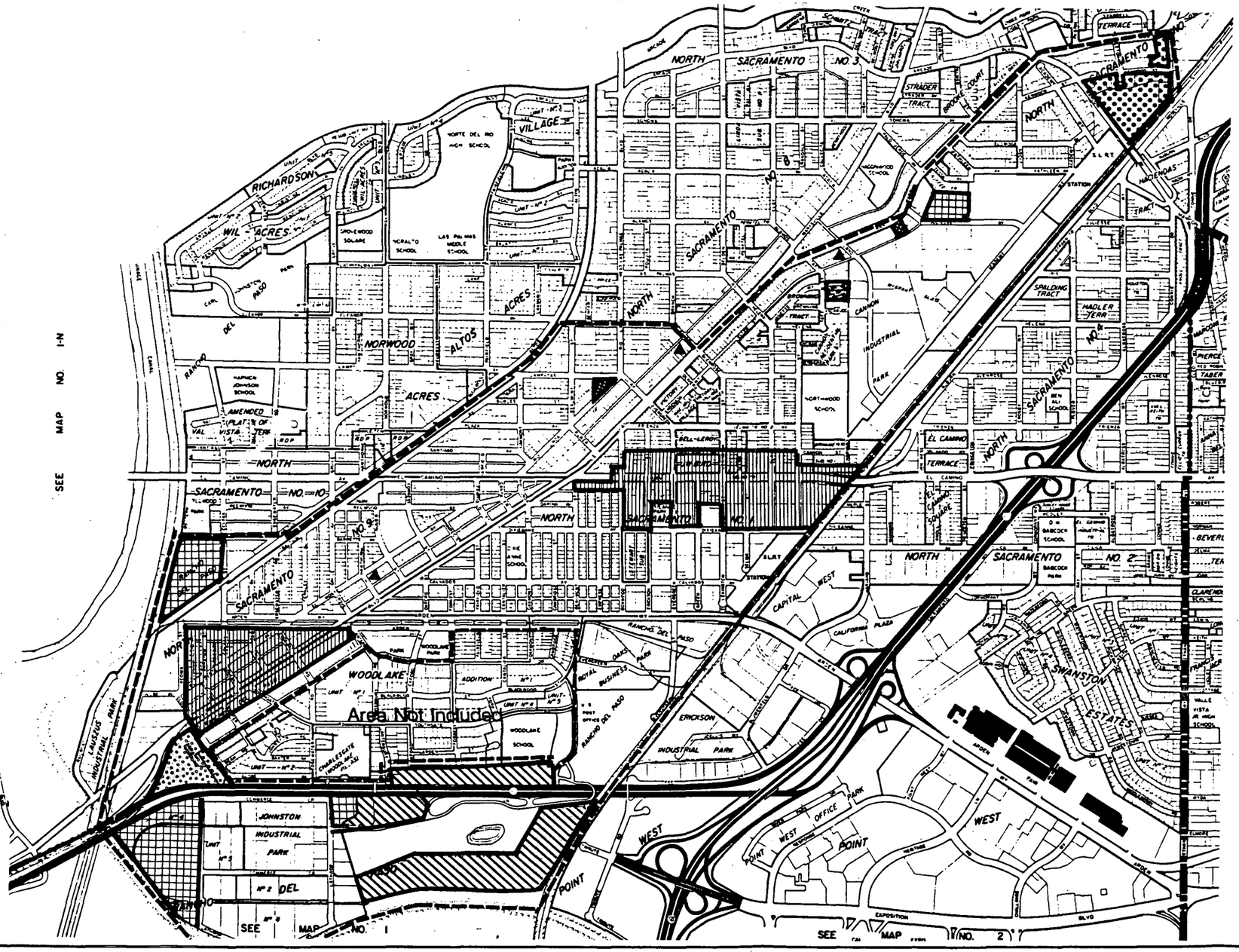
- Land use incompatibilities

Project Area Land Uses/Land Use Characteristics/Development Trends

The Redevelopment Plan proposes land uses consistent with the North Sacramento Community Plan. Estimated new development and net development are provided on Table A of the Project Description.

The redevelopment activities would allow land to develop as planned. Exhibit 8 indicates the location of major land use changes that could result from the project due to the elimination of barriers to growth. Exhibit 9 indicates the location of areas likely to redevelop based on underutilized property, location, and structural/neighborhood decline.

Changes in land uses in accordance with the North Sacramento Community Plan could result in significant impacts related to displacement of people, disruption and division of the community, conversion of prime agricultural land, loss of open space and land use incompatibilities. These impacts are described below.



= Open space converted to residential

= Open space converted to commercial

= Open space converted to industrial

= Open space converted to Labor Intensive

= Existing Residential, designation for parks/open space

= Industrial/heavy commercial converted to mixed uses in Special Planning District

= Commercial converted to residential

Project Area Boundaries

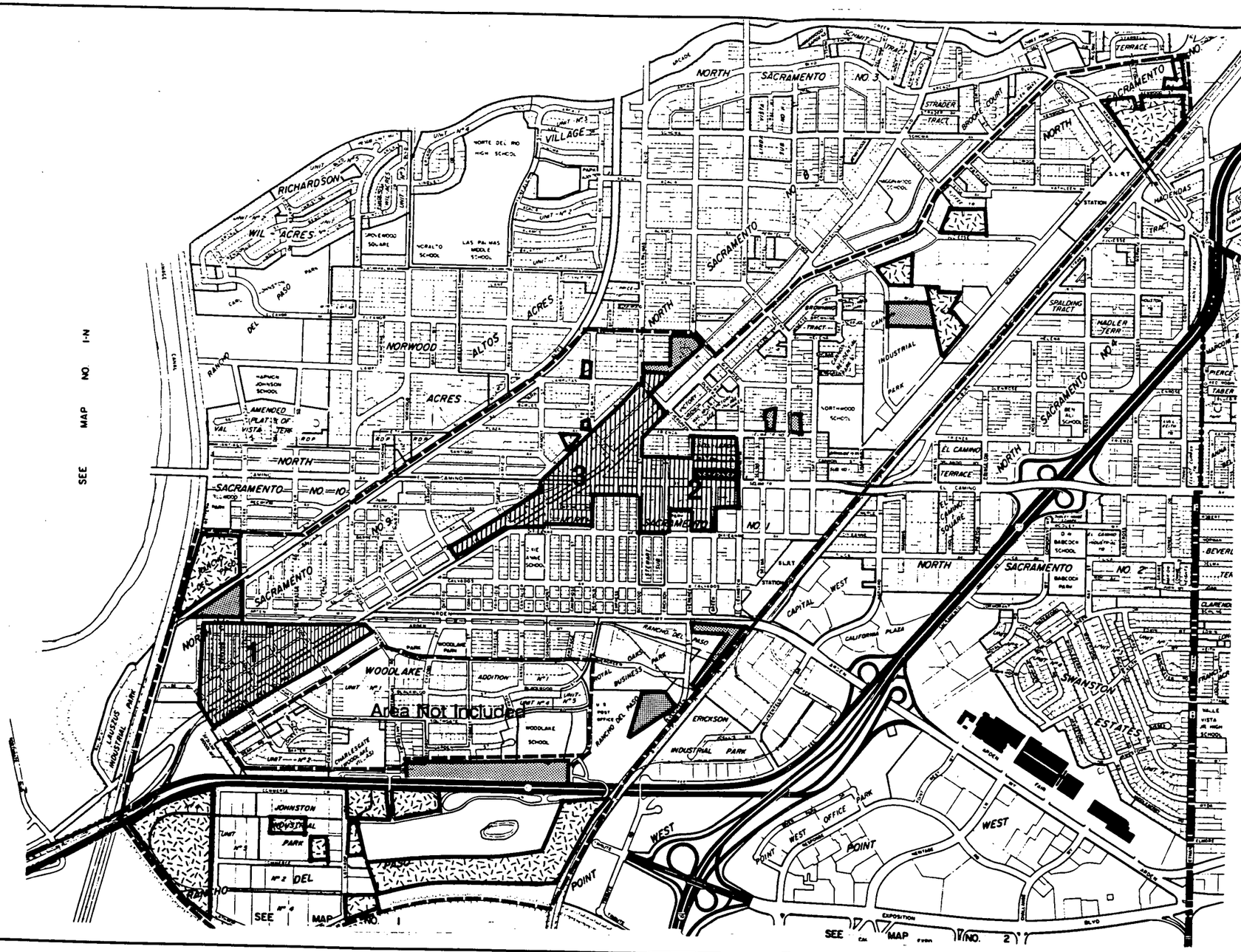
Source: STA Planning, Inc.

POTENTIAL MAJOR LAND USE CHANGES - NORTH SACRAMENTO COMMUNITY PLAN

NORTH SACRAMENTO REDEVELOPMENT PLAN EIR
Sacramento Housing and Redevelopment Agency

STA inc.
no scale

Exhibit 8



LEGEND

= Vacant

= Underutilized

= Areas most likely to redevelop

1 = Redevelopment likely due to Arden-Garden Connector and Special District Planning Policies.

2 = Redevelopment likely due to Evergreen Street Extension and Special District Planning Policies.

3 = Redevelopment likely to occur around intersection based on Udewitz Market Study.

= Project Area Boundaries

Source: STA Planning, Inc.

AREAS LIKELY TO REDEVELOP

NORTH SACRAMENTO REDEVELOPMENT PLAN EIR
Sacramento Housing and Redevelopment Agency

STA inc.
no scale

Exhibit 9

Impact

Displacement of residents may occur with redevelopment activities. This could occur on property which is presently characterized by ground-floor commercial uses with second-story residential that might redevelop with strictly commercial uses. Displacement of residents is addressed in the Housing section of this EIR.

Mitigation Measures

Refer to mitigation measure 3 in the Housing section.

City Policies and Requirements

Refer to City policies and requirements CP18-CP23 in the Housing section.

Impact

Displacement of businesses may occur as commercial and industrial properties redevelop. Commercial properties which are identified in North Sacramento Community Plan Map as residential uses are indicated on Exhibit 9. Displacement of industrial/heavy commercial uses is also anticipated in Special Planning Districts (SPDs). Displacement of businesses is addressed in the Population and Employment section of this EIR.

Mitigation Measures

Refer to mitigation measure 2 in the Population and Employment section.

City Policies and Requirements

Refer to City policies and requirements CP23 in the Housing section.

Impact

Implementation of the Redevelopment Plan will encourage several public improvements such as improved water/wastewater/drainage facilities, the Arden-Garden Connector and Evergreen Street Extension to SR 160. These improvements may disrupt or divide existing neighborhoods along the thoroughfares. Established areas may be disrupted due to increased congestion, noise, and air quality degradation. These impacts are considered in their respective sections of this EIR.

Mitigation Measures

None required.

City Policies and Requirements

None applicable.

Impact

There is a potential for increased traffic volume, improved access, and improved infrastructure to accelerate development and induce growth of higher densities and intensities. This could alter existing neighborhood characteristics. Changed neighborhood character when considering the existing blight and mixed character of development would not be considered significant if development occurred in accordance with the Redevelopment Plan and established City design and land use guidelines. No impacts are anticipated.

Mitigation Measures

None required.

City Policies and Requirements

None applicable.

Impact

Development of the Community Plan land uses will replace existing vacant land altering the undeveloped nature of a given site. The largest loss of open space would occur on property between Marconi Avenue, Kenwood Street, Cragmount Street, and the Southern Pacific Railroad, and between SR 160 and the American River Parkway. In total, 187 acres of open space/vacant uses could be converted to urban uses with new development. The project area's open space/vacant land is not currently designated or planned for open space uses. Since the land generally consists of infill property which is not designated for open space/park uses, as long as there are no variances requested from the existing General Plan and American River Parkway Plan, this impact is considered less than significant. Applicable City policies and requirements are provided below. Potential impacts to biotic features in the project area are discussed in the Biological Resources section this EIR.

Mitigation Measures

Refer to mitigation measures 40 and 42 in the Biological Resources section.

City Policies and Requirements

American River Parkway Plan

CP1. 5.7.6 Structures shall be located so that neither they, nor activities associated with them, cause damage to native plants or wildlife.

CP2. 5.7.7 Structures shall be located so that neither they, nor activities associated with them, disrupt the recreational use of the Parkway, and such structures shall be consistent with the goals and policies of this Plan.

CP3. 5.7.8 Structures shall be of fire resistant construction and designed and located in a manner such that adequate emergency services and facilities can be provided.

CP4. 6.2 Adverse impacts upon the Parkway caused by adjacent land uses and activities shall be eliminated or mitigated.

CP5. 6.3 Adverse impacts on adjacent land, such as dust, traffic congestion or noise, caused by Parkway uses shall be eliminated or mitigated.

CP6. 6.4 Levees, landscaping, and other man-made or natural buffers should be used to separate the Parkway visually and functionally from adjoining land uses.

Site Plan Review

CP7. In order to determine conformity with the criteria and standards established above, building permits for new construction and exterior alteration of existing buildings and structures located in the American River Parkway Corridor Zone shall be subject to site plan review by the Planning Division staff.

Impact

Internally, land use incompatibilities may occur where new development or redevelopment allows non-residential uses adjacent to residential uses. The juxtaposition of these land uses already occurs as can be seen in Exhibit 6. It is recommended that should redevelopment occur in these areas, that adequate buffering be provided.

Future land use incompatibilities could occur as indicated in a comparison of Exhibit 6 and Exhibit 9 where major land use changes could result in non-residential uses developing near residential areas or in higher density housing near low-density residential uses. Potential land use incompatibilities are considered a significant impact. Implementation of City policies and requirements will reduce land use incompatibility impacts to a level of insignificance.

Mitigation Measures

None required.

City Policies and Requirements

City of Sacramento General Plan: Residential Land Use Element

CP8. A.6. Prohibit the intrusion of incompatible uses into residential neighborhoods through adequate buffers, screening and zoning practices that do not preclude pedestrian access to arterials that may serve as transit corridors.

Surrounding Land Uses

Impact

Land use incompatibilities at the northern end of the project area are not anticipated. Residential uses will abut with residential uses. To the east, the Southern Pacific Railroad track acts as a major barrier and buffer. No land use incompatibilities are anticipated. To the west and northwest, the Union Pacific Railroad Tracts and Altos/Traction Avenues act as major barriers between the project area and adjacent areas. No impacts are anticipated.

Development consistent with designated Community Plan land uses may result in land use incompatibilities between the proposed industrial/labor intensive complex south of SR 160 and the American River Parkway. This impact can be mitigated to a level of insignificance with implementation of City policies and requirements.

Mitigation Measures

None required.

City Policies and Requirements

City policies and requirements CP1 - CP8 noted above would also apply.

Agricultural/Soils

Impact

Development of industrial and labor intensive land uses such as office in the southern portion of the project area will result in an irretrievable loss of prime agricultural soils. The loss of prime soils is considered a less than significant impact on a local basis.

Mitigation Measures

None required.

City Policies and Requirements

None applicable.

CUMULATIVE IMPACTS

Impact

In conjunction with other past, present, and reasonably foreseeable projects, the proposed project would remove barriers to growth that could result in a cumulative loss of open space and the loss of prime agricultural soils. The project's contribution to the loss of open space is considered less than significant since the property to be converted is not planned for open space or park uses. The project's contribution to the loss of prime agricultural soils on a cumulative basis is considered less than significant due to the fact that no irrigated agricultural operations presently occur, the hinderance of future agricultural productivity by existing surrounding urban development, and the lack of large parcels of available land.

Mitigation Measures

None required.

City Policies and Requirements

None applicable.

LEVEL OF SIGNIFICANCE

Accelerated development, changed neighborhood character, the loss of open space, and loss of prime agricultural soils on a local basis, in conformance with the North Sacramento Community Plan, are considered less than significant impacts.

Internal land use incompatibilities and incompatibilities with surrounding uses can be mitigated to a level of insignificance with City policies and requirements.

The project's contribution to the cumulative loss of open space and prime agricultural soils is less than significant.

LAND USE PLANS

LAND USE PLANS

INTRODUCTION

The Land Use section of this EIR described existing land uses and potential impacts of the proposed project on existing uses. This Land Use Plans section describes the consistency of the proposed project with adopted goals and policies. Documents considered include the City of Sacramento General Plan, the North Sacramento Community Plan, City of Sacramento Zoning Ordinance, Del Paso Heights Redevelopment Plan, the 1984 Master Plan for Park Facilities and Recreation Services, American River Parkway Plan, and Sacramento County General Plan.

EXISTING LAND USE PLANS

City of Sacramento General Plan

The City of Sacramento General Plan is divided into seven elements: Residential Land Use, Housing, Commerce and Industry Land Use, Circulation, Conservation and Open Space, Public Facilities and Services, and Health and Safety. Each major section or element is discussed below in terms of applicability to the proposed project.

Land Use Map

The City of Sacramento General Plan Map indicates the following uses in the Redevelopment Plan project area:

- Low Density Residential (4-15 du/acre)
- Medium Density Residential (16-29 du/acre)
- Special Planning District
- Industrial
- Industrial - Labor Intensive
- Parks, Recreation, Open Space

The Map indicates that "for precise land use policy refer to applicable Community Plan or contact the Planning Division." Land uses specified under the North Sacramento Community Plan are addressed below.

General Plan Introduction

Map 1 of the General Plan Introduction section identifies two major vacant land areas in the project area:

- An area between the American River Parkway and State Route (SR) 160
- A strip of land that runs continuously through the project area along the Southern Pacific Railroad to Arcade Creek.

Map 3 of the General Plan Introduction section indicates existing and potential improvement program areas. Between SR 160 and El Camino Avenue, Del Paso Boulevard is indicated as a "Commercial Strip Revitalization Area." In addition, areas in the vicinity of the Del Paso Boulevard/El Camino Avenue are indicated as both "Community Plan Problem Areas and Code Enforcement Concentration Areas."

Map 4 indicates an area along Del Paso Boulevard approximately between El Camino Avenue and Sonoma Avenue and the Southern Pacific Railroad near Arcade Boulevard as "Residential Infill Areas." The North Sacramento community as a whole is expected to accommodate nearly two-thirds of the City's potential infill units.

Map 5 identifies an area along SR 160 and Royal Avenue as an "Area of Opportunity" as well as another area between Del Paso Boulevard and Southern Pacific Railroad Tracks.

In addition to identifying properties with development potential the Introduction section includes several overall policies relevant to the project area. Applicable policies are listed in Appendix C of this EIR.

Residential Land Use Element

The Residential Land Use Element includes goals designed to serve as a guide to maintain and improve residential neighborhoods in the City of Sacramento as well as to provide for affordable housing. Applicable goals to the project area are listed in Appendix C.

Map 1 of the Residential Land Use Element repeats Map 4 of the Introduction section and indicates residential infill areas primarily along Del Paso Boulevard and the Southern Pacific Railroad. Map 2 of the Element repeats Map 3 of the Introduction section and indicates targeted redevelopment/improvement areas. Between SR 160 and El Camino Avenue, Del Paso Boulevard is indicated as a "Commercial Strip Revitalization Area." In addition areas in the vicinity of the Del Paso Boulevard/El Camino Avenue are indicated as both "Community Plan Problem Areas" and "Code Enforcement Concentration Areas."

Housing Element

The Housing Element directs residential development and preservation in a way that coincides with the overall economic and social values of the community. The Element establishes policies that guide City officials in daily decision-making and sets forth an action program designed to enable the City to realize its housing goals.

The Housing Element addresses three main areas including: 1) an assessment of housing needs and constraints to meeting those needs; 2) a statement of the community's goals, quantified objectives and policies related to the provision of housing; and, 3) a 5-year action program which details a schedule of actions the local government will take to implement the policies, objectives and programs. The Housing Element addresses housing needs in more detail and is supportive of the Residential Land Use Element. Applicable goals and policies are listed in Appendix C.

Map 2 of the Element indicates one small area of vacant residential land along Del Paso Boulevard.

Commerce and Industry Land Use Element

The Commerce and Industry Land Use Element focuses on "economic activities, facilities, and support systems that constitute Sacramento's economic base." Goals, policies, and actions are intended to foster economic development and preserve existing commercial and industrial activities. Applicable goals and policies are indicated in Appendix C.

Map 1 of the Element defines Del Paso Boulevard from SR 160 to approximately Eleanor Avenue as an existing major commercial district. Map 3 identifies areas south of SR 160 and along the Southern Pacific Railroad tracks as existing major industrial areas.

Circulation

The Circulation Element focuses on the City's arterial streets and highways, public transportation modes and services, water transportation, utility infrastructure, and air transportation. The Element's goals and policies "coordinate the transportation and circulation system with planned land uses." Relevant goals and policies are included in Appendix C.

Map 1 of the Circulation Element identifies Business 80 between the Highway 50 and Arden Arcade Road as an existing segment with significant congestion in the project area. Under future conditions, congestion worsens and extends to other segments of the freeway system.

Map 3 depicts the Major Streets Plan. In the project area, El Camino Avenue, Arden Way, and Del Paso Boulevard are generally indicated as arterials. Business 80 and SR 160 are designated as freeways.

Map 5 of the Element depicts the Bikeway Master Plan. The following streets and avenues are designated as on-street bikeways:

- El Camino Avenue
- Eleanor Avenue
- Arcade Boulevard

- Canterbury Road/Southgate Road/Dixieanne Avenue

Off-street bikeways are designated as follows:

- Between Altos/Traction Avenues
- Trail below Industrial/Labor Intensive area adjacent to the American River Parkway.

Map 6 indicates major PG&E electrical transmission lines which cross in a north-south oblique through the Study Area. Map 7 shows PG&E Gas transmission lines along Del Paso Boulevard, the Southern Pacific railroad tracks, and running parallel to El Camino Avenue.

Conservation and Open Space Element

The Conservation and Open Space Element concentrates on the preservation of open space and conservation of resources within the Sacramento boundaries and sphere of influence. The overall goal is to ". . . achieve and maintain a balance among the conservation, development, and utilization of planned open space and natural resources." Specific policies are listed in Appendix C.

Map 1 of the Element indicates Arcade Creek, the East Main Drainage Canal, and the American River as existing waterways. Areas along the American River lie within the 100-year floodplain.

Public Facilities and Services Element

While other elements discuss the development or preservation of lands, the Public Facilities and Services Element concentrates on the infrastructure and services needed to support development. The Element includes policies intended to provide adequate municipal services to the rapidly increasing population and development in Sacramento. Applicable goals and policies are listed in Appendix C.

Map 3 of the Element indicates that the project area lies within the Sacramento Regional County Sanitation District. Map 4 identifies the project area as included in the North Sacramento School District, and the location of several elementary schools and a junior high school within or close to the project area. Map 5 identifies an existing fire engine/truck company at Arden Way and Del Paso Boulevard. Map 6 identifies one existing and one proposed library facility.

Health and Safety Element

This Element addresses seismic safety, flood hazards, hazardous materials, code enforcement and noise. Applicable goals and policies are included in Appendix C. The Health and Safety Element identifies several constraints to development including major faults, ground

deformation areas, expansive soils, flood hazard areas, drainage and flooding problem areas, and high noise levels. Map 3 indicates that the lower portion of the area generally between SR 160 and the American River Parkway contains unconsolidated water-saturated alluvium, a poor foundation material. This type of soil would be subject to liquefaction. Map 7 identifies this same general area along with property near Arcade Creek as 100-year flood hazard areas. Additionally, Map 8 identifies areas between Arden Way and SR 160 as characterized by drainage and flooding problems.

The Noise section indicates that a portion of the project area near Del Paso Boulevard, Arcade Boulevard, and the Southern Pacific Railroad tracts lie within the 65 CNEL contour of McClellan Air Force Base. Exposure to 65 CNEL is considered conditionally acceptable for residences. Some of the project area is also exposed to train noise and freeway noise of 60 dB or greater. This is discussed in greater detail in the Noise section of this EIR.

North Sacramento Community Plan

The North Sacramento Community Plan was adopted by the City Council in 1984 to provide more specific guidelines for development in the North Sacramento Area. The plan includes five elements: Land Use, Housing, Transportation, Public Services and Facilities, and Neighborhood Environment. Each element is described below.

Land Use Map

The North Sacramento Community Plan Land Use Map generally recognizes existing land uses. The land use map is shown on Exhibit 5 of the Project Description. According to the City Planning Division, buildout is essentially equal to existing plus future development. Table D indicates existing uses and buildout of vacant land. The plan primarily promotes residential and industrial uses. The plan does not indicate a future park at the SR 160 and Del Paso Boulevard area, although it is indicated on the North Sacramento Community Plan Land Use Map as "Parks, Parkways, and Open Space." According to City staff, however, this designation appears in error on the map. The agency and City has no intension of converting the mobile home park to parkland, nor is this a stated policy of the North Sacramento Community Plan.

Land Use Element

The purpose of the Land Use Element is to designate future land uses, to serve as a guide for public and private investment into the development of the community, and to ensure that those investments contribute towards a balanced and functional mix of land uses. Applicable goals, policies and objectives are included in Appendix C.

The Residential Land Use Strategy Map indicates that there are several areas in the project area which need to be evaluated for the following:

TABLE D

NORTH SACRAMENTO COMMUNITY PLAN BUILDOUT[1]

USE	EXISTING	VACANT LAND BUILDOUT		TOTAL
		Acres	Units	
Residential	3,206 d.u.	24.23	526 d.u.	3,732 d.u.
Retail	1,184,710 s.f. (plus 310 hotel units)	7.24	68,070 s.f.	1,252,780 s.f.
Office	280,000 s.f.	40.24	603,600 s.f.	883,600 s.f.
Industrial/ Labor Intensive	2,063,000 s.f.	116.10	1,277,000 s.f.	3,340,100 s.f.

Sources: City of Sacramento
STA Planning, Inc.

Notes: s.f. = square feet
d.u. = dwelling units

[1]Please refer to Appendix B for a description of how estimates were calculated.

- S (Stabilize). Areas where planned land use and zoning need to be re-evaluated due to conflicts with the predominant existing use of the area.

- R (Reuse). Areas that were previously unsuitable or overlooked for their residential development potential. These areas have potential for increases in density.

- I (Infill). Vacant land in an urban setting that should be more efficiently used.

The Proposed Shopping Areas Map identifies neighborhood, convenience, and highway oriented commercial. A majority of the commercial areas are proposed along Del Paso Boulevard, with some pockets of commercial proposed in the Special Districts along Arden Way and El Camino Boulevard.

The Proposed Industrial and Labor Intensive Areas Map shows proposed industrial areas, proposed Labor Intensive Office, Commercial and Light Industrial Areas. It also indicates existing industrial uses which will change to other uses.

The Safety and Environmental Constraints Map shows that areas along Arcade Creek lie within the 100-year flood zone. Refer to Exhibit 22 in the Hydrology section for further information.

Housing Element

The purpose of the Housing Element is to identify realistic housing actions in response to housing needs and issues. It attempts to stabilize and/or enhance those existing housing assets in the community while remedying and/or removing the liabilities. It also provides the framework whereby newly constructed housing is affordable and remains healthy for many years in the future. Applicable goals and policies are included in Appendix C.

Maps in the Housing Element identify Primary Structure Deterioration. For the project area, the approximate figures of the 1982 survey are as follows:

- Number of Structures with Minor Deficiencies: 96

- Number of Structures with Major Deficiencies: 57

- Number of Structures with Critical Deficiencies: 9

Transportation Element

The Transportation Element addresses the existing status and proposed improvements for the facilities which service the various transportation modes. The Element's

recommendations are designed to provide the greatest transportation benefits at the lowest cost. Applicable goals and policies are contained in Appendix C.

The Circulation Improvement Plan identifies the following improvements in the project area:

- Del Paso Boulevard/Arden Way Intersection Improvements
- Del Paso Boulevard/El Camino Avenue Intersection Improvements
- Railroad Overcrossings at Arden Way and the Southern Pacific Railroad (SPRR) tracks, El Camino Avenue and the SPRR tracks, and Arcade Boulevard and the SPRR tracks
- Evergreen Street Extension to SR 160
- Arden-Garden Connector
- Exposition Boulevard Connector

The Transit Improvement Plan identifies major bus routes on Arden Way, El Camino Avenue, and Del Paso Boulevard, depicts the light rail transit line (LRT) along Arden Way and the SPRR tracks. The graphic also identifies two LRT stations with parking and two LRT stations without parking.

The Bikeway Master Plan shows the following:

On-street bikeways

- El Camino Avenue
- Eleanor Avenue
- Arcade Boulevard
- Canterbury Road/Southgate Road/Beaumont Road/Dixieanne Avenue/ Lexington Avenue

Off-street bikeways

- Between Altos/Traction Avenues
- Trail below Industrial/Labor Intensive area adjacent to the American River Parkway
- Along the SPRR tracks

The Bikeway Improvement Plan Map further identifies Grove Avenue, Leisure Lane, and Academy Way with on-street bikeways.

Public Facilities and Services Element

The purpose of the Public Facilities and Services Element is to coordinate public improvements with future growth. Applicable goals, policies and objective are contained in Appendix C.

The Public Facilities Map identifies the following existing public services:

- One fire station at Del Paso Boulevard and Arden Way
- One community library at El Camino Avenue and Rio Linda Boulevard
- One branch library closed or proposed for closure
- Two elementary schools

The Parks Map identifies the following existing parks:

- The American River Parkway as a regional park
- Two community parks
- Three neighborhood parks

The plan does not indicate a future park at the SR 160 and Del Paso Boulevard area although it is indicated in the North Sacramento Community Land Use Plan as "Parks, Parkways, and Open Space."

Neighborhood Environment Element

The purpose of the Element is to identify the positive and negative physical features of the community, to establish goals aimed at maintaining the positive features and eliminating the negative ones, and to suggest actions that should be taken by residents, business people and City Hall to achieve the goals. Applicable goals, policies and objectives are included in Appendix C.

In the Property Maintenance Problems Map, the following attributes were found in the project area in 1982:

- Number of Landscape Problems: 21
- Number of Litter Problems: 28
- Number of Junk Storage Problems: 46
- Number of Secondary Structure Problems: 36

Approximately 49 streets in the project area lacked two or more improvements in 1982.

City of Sacramento Zoning Ordinance

The City of Sacramento Zoning Ordinance provides specific regulations related to allowable uses, coverage requirements, height requirements, and other building regulations. The project area includes 22 base and overlay zones. Zoning designations and acres are indicated on Table E.

American River Parkway Plan

The American River Parkway Plan was adopted as a specific plan and element of the general plan by both the City and County of Sacramento in 1985 and 1986 respectively. The American River Parkway is an open space greenbelt which extends approximately 29 miles from Folsom Dam at the northeast to the American River's confluence with the Sacramento River at the southwest. The Lower American River is classified as a "Recreation" River within the State and Federal Wild and Scenic River systems. The purpose of the plan is to provide a guide for land use decisions affecting the Parkway. It specifically addresses its preservation, land use, and administration.

The southern portion of the project area lies adjacent to the Woodlake area of the American River Parkway. The area is approximately 426.2 acres in size. The property provides habitat for the valley elderberry longhorn beetle (VELB) and also contains a state registered archaeological site. The American River Parkway Plan supports restoration efforts for the VELB habitat.

The Parkway Plan indicates several recreational uses for the Woodlake area including developed recreation, protected areas, limited recreation areas, and an equestrian and bicycle trail. Please refer to Exhibit 10.

The Parkway Plan includes several applicable goals and policies regulating adjacent land uses. These are included in Appendix C.

Park Facilities and Recreation Services Master Plan

In 1984 the Sacramento City Council adopted a comprehensive parks and recreation plan which included issues and recommendations. The project area lies in Area 8 of the plan. Existing parks in the project area include:

Neighborhood Parks

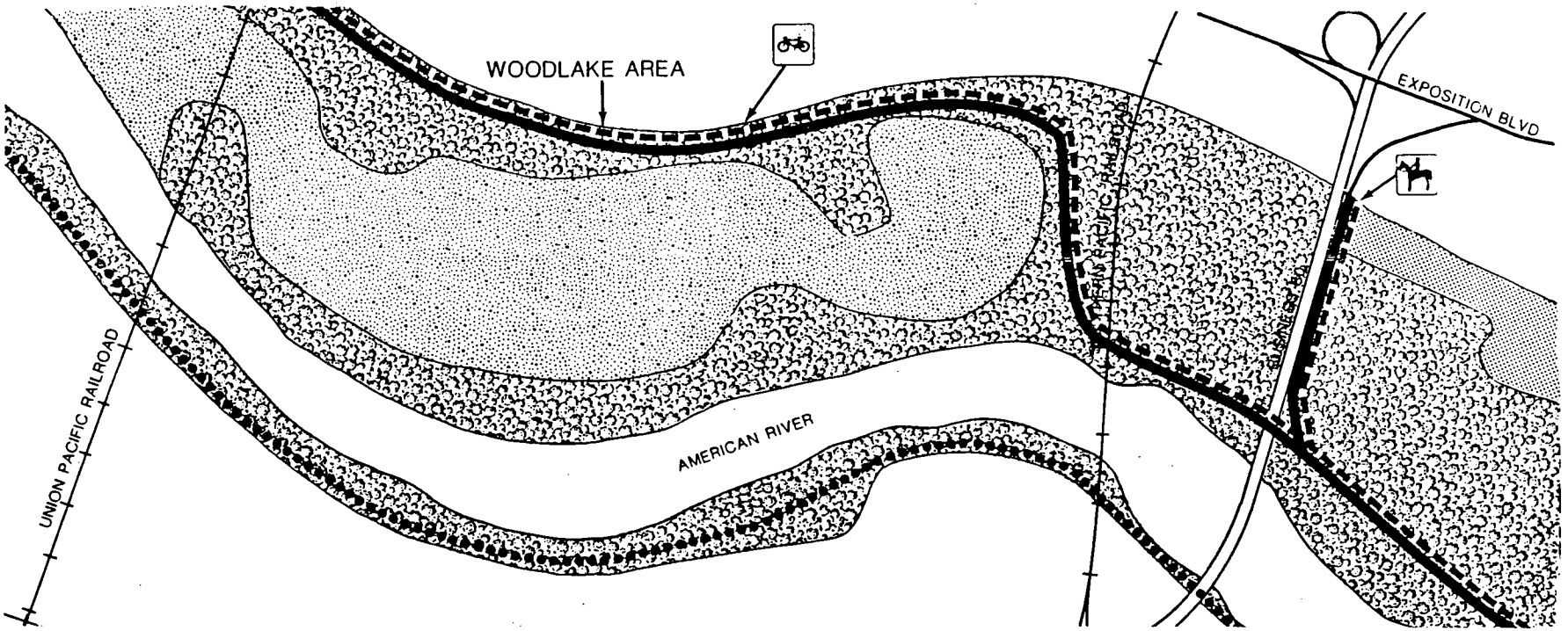
- Rea Park
- Triangle Park
- Woodlake Park

TABLE E

ZONING CLASSIFICATIONS

ZONING DESIGNATION	PARCEL ACREAGE
RO	1.73
R1	419.93
R1A	25.78
R2	17.36
R2A	64.14
R2B	70.39
R2BR	3.12
R2F	1.89
R3	18.24
R4	1.90
RB	2.50
C1	1.74
C2	91.58
C2R	1.12
M1	193.56
M1-LI	.69
M1-PC	16.99
M2	115.69
OB	2.19
OB-R	1.93
OB-LI	58.53
TOTAL	**1,111.00**

Sources: City of Sacramento and STA Planning, Inc.



NATURE STUDY AREA
USE LIMITED TO PEDESTRIANS ON DESIGNATED TRAILS ONLY

PROTECTED AREA
DEVELOPMENT LIMITED TO TRAILS; NO MOWING OR BRUSH CLEARING.

LIMITED RECREATION AREA
SOME PICNIC TABLES, TRAILS; MOWING AND BRUSH CLEARING, REST STOPS PERMITTED.

BICYCLE, PEDESTRIAN ACCESS
NO PARKING NORMALLY AVAILABLE

EQUESTRIAN, BICYCLE, PEDESTRIAN ACCESS
PARKING AVAILABLE FOR HORSE TRAILERS

BIKE TRAIL

EQUESTRIAN TRAIL

PEDESTRIAN TRAIL

Source: City of Sacramento

AMERICAN RIVER PARKWAY - WOODLAKE AREA

NORTH SACRAMENTO REDEVELOPMENT PLAN EIR
Sacramento Housing and Redevelopment Agency

STA inc.

no scale

Exhibit 10

Community Parks

- Redwood Park
- Sacramento Northern Parkway
- Dixieanne Park

A proposed neighborhood park is shown between Del Paso Boulevard and Marysville Boulevard as Hagginwood School Park.

100-Year Flood Plain Policy

According to the 100-Year Flood Plain EIR, portions of the project area lie within the 100-year flood plain as identified by the Federal Emergency Management Agency (FEMA) in the 1989 preliminary Flood Insurance Map. The City and County of Sacramento adopted a Land Use Planning Policy on February 6, 1990 in response to the flood protection requirements of the Special Legislation for the Sacramento area contained in the McKinney Homeless Assistance Act of 1988. The 100-year Flood Plain policy is analyzed in the Hydrology section of this EIR.

Sacramento County General Plan

The Sacramento County General Plan is currently under revision. The Draft General Plan includes eleven elements as follows: Land Use, Circulation, Housing, Open Space, Conservation, Safety, Noise, Air Quality, Public Facilities, Human Services, and the American River Parkway Plan. Although the plan designates land uses, circulation networks, open space and conservation features, and presents noise contours as well as goals, policies and objectives for the City of Sacramento, the County does not have jurisdiction over property in the City or project area.

IMPACTS AND MITIGATION

According to CEQA Guidelines Appendix G (a), a project would normally have a significant effect if it would conflict with adopted environmental goals or policies. Potential conflicts of the proposed project with adopted City and County Plans are described below.

City of Sacramento General Plan

The proposed project is analyzed for conflicts with each element of the General Plan as described below.

Impacts: Land Use Map

The General Plan Land Use Map generally indicates the same pattern of proposed uses and locations. The map indicates two notes regarding the generality of the map:

- Land use designations for properties under five acres in size may not be shown due to scale.

- For precise land use policy refer to applicable Community Plan or contact the Planning Division.

The proposed project incorporates the uses of the North Sacramento Community Plan. No General Plan Amendments are proposed or required. No significant impacts are anticipated.

Mitigation Measures

None required.

City Policies and Requirements

None applicable.

Impacts: General Plan Introduction

In general the proposed project supports the overall General Plan goals and policies found in the Introduction including, but not limited to:

Policy 2 - Population and Housing Growth

It is the policy of the City that adequate quality housing opportunities be provided for all income households that projected housing needs are accommodated.

Policy 3 - Economic Development and Employment Opportunities

It is the policy of the City to actively promote the continued vitality and diversification of the local economy, and to expand employment opportunities for City residents.

Policy 5 - Urban Conservation and Infill Areas

It is the policy of the City to promote the reuse and rehabilitation of existing urban development as means to meet projected growth.

Policy 10 - Open Space and Natural Resource Conservation

It is the policy of the City to conserve and protect natural resources and planned open space areas, and to phase to conversion of agricultural lands to planned urban uses.

Mitigation Measures

None required.

City Policies and Requirements

CP9. Policy 6 - General Plan Land Use Amendments

> It is the policy of the City in considering General Plan land use map amendments to evaluate the impact of such amendments upon the General Plan and community plan goals and policies.

No conflicts with the overall goals are anticipated.

Impacts: Residential Land Use Element

The proposed project generally promotes and is not in conflict with the goals and policies of the Residential Land Use Element, including, but not limited to:

> Goal A
>
> Improve the quality of residential neighborhoods Citywide by protecting, preserving, and enhancing their character.
>
> Policy 1
>
> Continue to target code enforcement efforts by identifying and prioritizing neighborhoods experiencing code violations.
>
> Policy 4
>
> Promote the reuse of abandoned structures which are sound or can be renovated for residential use to ensure neighborhood vitality.
>
> Policy 5
>
> Continue redevelopment and rehabilitation efforts in existing target areas and identify other areas experiencing blighting conditions. Explore methods to expand public or private rehabilitation efforts in potential improvement areas and in areas of opportunity or reuse identified in the General Plan (see exhibits located elsewhere in the General Plan).

Goal C

Policy 4

Promote infill development as a means to meet future housing needs by expanding the benefits for this type of development and actively promote infill development in identified infill areas through outreach programs designed to inform the development community and property owners of this program.

Policy 6

Continue to support redevelopment and rehabilitation efforts that add new and reconditioned units to the housing stock while eliminating neighborhood blight and deterioration.

Mitigation Measures

None required.

City Policies and Requirements

None applicable.

Impacts: Housing Element

The proposed project generally supports, and is not in conflict with, the goals, policies, and programs found in the Housing Element, including, but not limited to:

A. Existing Housing

Goal

Maintain and improve the existing housing stock.

Policy 1

Target housing rehabilitation and preservation programs to those residential neighborhoods most in need of restoration.

Policy 2

Discourage demolition of sound and potentially sound housing in residential designated areas.

Policy 3

Remove unsafe housing that is beyond the rehabilitation stage.

D. Affordable Housing

Policy 9

Pursue all financial means to obtain affordable housing for the low income.

No impacts are anticipated.

Mitigation Measures

None required.

City Policies and Requirements

None applicable.

Impact

Implementation of the proposed project may also result in conflict with jobs-housing balance policies depending on the intensity of future employment-generating uses and the success of mixed-use concepts in the Special Planning Districts:

B. Housing-Jobs-Transportation Link

Policy 1

Refine and implement a jobs-housing balance policy that provides an adequate supply of housing within reasonable commute distance to meet the needs generated by employment growth. This should be done by requiring that sufficient land for residential uses be planned for upon approval of non-residential development.

This is considered a significant impact that can be mitigated to a level of insignificance at a policy level with City policies and requirements. Please refer to the Housing section of this EIR for additional discussion.

Mitigation Measures

1. Approval of individual projects which may affect the General Plan, Community Plan, 1984 Parks and Recreation Facility Master Plan, or American River Parkway Plan by the City Council shall not occur until consistency with the Plan policies, maps, and

figures is achieved, or unless the Plan (s) is amended to be consistent with the revised proposed projects, or unless overriding considerations are adopted for significant unavoidable impacts.

City Policies and Requirements

City policy and requirement CP18 - CP21 noted in the Housing section would apply.

Impacts: Commerce and Industry Land Use Element

Overall, the proposed project promotes the goals and policies of the Element, including, but not limited to:

Neighborhood/Community Commercial and Office Areas

Goal A

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

Policy 1

Maintain and strengthen viable shopping districts throughout the City.

Policy 2

Promote the rehabilitation and revitalization of existing commercial centers.

Industrial Employment Intensive Areas

Policy 3

Regulate shopping center proposals according to the criteria established in the City's adopted shopping center development standards.

Policy 4

Strengthen viable strip commercial development and discourage existing marginal strips from being extended.

Industrial Employee Intensive Areas

Goal A

Policy 1

Support employee intensive uses where appropriate along transportation corridors, adjacent to Light Rail stations, within selected mixed use areas, and where community plan and redevelopment goals would be implemented.

Implementation of the proposed project, which supports industrial and labor intensive uses near the American River Parkway, may conflict with the following:

Industrial/Manufacturing Areas

Goal A

Continue to identify and attempt to minimize potential adverse impacts from increased industrial development.

Policy 1

Allow industrial development only in those areas where potential impacts can be expected to be minimized.

Policy 2

Prohibit industrial uses within the American River Parkway. Also, prevent incompatible industrial development adjacent to the American and Sacramento River Parkways.

Development of this portion of the project area with industrial uses in accordance with the North Sacramento Community Plan would be in conflict with these policies. This is considered a significant impact that can be mitigated to a level of insignificance with City policies and requirements, and mitigation measure 1. Please also refer to the analysis of American River Parkway plans and policies below.

Mitigation Measures

Refer to mitigation measure 1 noted above.

City Policies and Requirements

Refer to City policies and requirements CP1 - CP7 in the Land Use section which pertain to the American River Parkway Plan.

Impacts: Circulation

The proposed project encourages circulation improvements in accordance with Element goals and policies, including but not limited to:

> Goals, Policies, Actions for Transportation Planning
>
> Goal A
>
> Policy 4
>
> Incorporate approved Citywide street improvements as well as non-auto related projects and programs into community plans and special land use studies.
>
> Goals, Policies, Actions for Transportation Planning
>
> Goal A
>
> Policy 4
>
> Through the community, specific, and redevelopment planning process, identify major street improvements for inclusion in the Capital Improvements Program.

No conflicts with Circulation Element goals and policies are anticipated.

Mitigation Measures

None required.

City Policies and Requirements

None applicable.

Impacts: Conservation and Open Space Element

Implementation of the proposed project will result in compliance with many Element goals and policies such as the following:

Goal A

Policy 1

Continue programs for the planting and maintenance of trees, and grass, floral displays and other public landscapes both in the parks and on other City land such as street medians, public buildings and grounds.

Implementation of the proposed project may result in conflicts with the following goals and polices.

Goal C

Policy 1

Retain the habitat areas where known endangered wildlife exits to the extent feasible.

Goal D

Work with the County of Sacramento to identify, protect, and enhance physical features and settings that are unique to the area to the maximum extent feasible.

This impact can be mitigated to a level of insignificance at a policy level through the implementation of City policies and requirements and mitigation measure 1. Further discussion of specific biotic impacts is included in the Biological Resources section of this EIR.

Mitigation Measures

Refer to mitigation measure 1 noted above.

City Policies and Requirements

City policies and requirements CP50 - CP54 noted in the Biological Resources section would apply.

Impacts: Public Facilities and Services Element

The proposed project supports the Public Facilities and Services Element goals and policies, including, but not limited to:

Goals and Policies for Water

Policy 4

Give high priority to the Capital Improvements Program to funding infrastructure in highly depressed and designated infill areas.

Goals and Policies for Drainage

Goal A, Policy 3

Target Capital Improvement Programs to fund drainage facilities in infill areas.

No conflicts with Public Facilities and Services Element goals and policies are anticipated.

Mitigation Measures

None required.

City Policies and Requirements

None applicable.

Impacts: Health and Safety Element

The proposed project supports some Health and Safety Element policies as follows:

Goal A

Eliminate health and safety hazards wherever possible.

Policy 1

Continue Code Enforcement programs that reduce the risks associated with dangerous buildings.

Policy 3

Target code enforcement programs in areas identified as having a high incidence of health, safety and other code violations.

No conflicts with adopted goals and policies are anticipated. For more specific discussions of geotechnical and hydrological impacts, please refer to the Geology/Soils and Hydrology sections of this EIR.

Mitigation Measures

None required.

City Policies and Requirements

None applicable.

North Sacramento Community Plan

The proposed project's potential conflicts with the North Sacramento Community Plan are described below.

Land Use Map Impacts

The Redevelopment Plan does not propose specific projects in conflict with the North Sacramento Community Plan. The estimated new development is less than buildout of the Plan as can be seen in Table F. The Redevelopment Plan assumes the land uses and public improvements outlined in the Community Plan. No consistency impacts are anticipated.

Mitigation Measures

None required.

City Policies and Requirements

None applicable.

Impacts: Land Use Element

The proposed project supports Land Use Element goals and policies including, but not limited to:

Residential Land Use

Goal: • Revitalize and stabilize residential areas showing signs of decline (also addressed in Housing Section and Neighborhood Environment Section).

Commercial Land Use

Goal: • Upgrade commercial areas by eliminating land use conditions that contribute to blight.

TABLE F

BUILDOUT COMPARISON[1]

USE	EXISTING	VACANT LAND BUILDOUT COMMUNITY PLAN AREA		VACANT LAND BUILDOUT REDEVELOPMENT PLAN	
		ACRES	UNITS	ACRES	UNITS
Residential	3,206 d.u.	24.23	526 d.u.	24.23	526 d.u.
Retail	1,184,710 s.f. (plus 310 hotel units)	7.23	68,070 s.f.	4.21	37,890 s.f.
Office	280,000 s.f.	39.64	603,600 s.f.	36.0	540,000 s.f.
Industrial/ Labor Intensive	2,063,000 s.f.	116.10	1,277,100 s.f.	116.10	1,277,100 s.f.

Source: STA Planning, Inc.

[1]Refer to Appendix B for a description of the calculation of figures.

Notes: d.u. = dwelling units s.f. = square feet

Industrial Land Use

Goal: • Provide for comprehensive industrial development that significantly contributes to the City's employment base in the year 2000.

No conflicts with Land Use Element goals and policies are anticipated.

Mitigation Measures

None required.

City Policies and Requirements

None applicable.

Impacts: Housing Element

The proposed project supports Housing Element goals and objectives including, but not limited to:

Goal: • Encourage the conservation of existing housing stock, and the rehabilitation of marginal and substandard housing.

Goal: • Provide adequate housing opportunities to attract new residents and employment centers.

Objectives:

- Provide a mixture of housing types and densities to meet the needs of varying family size, age and income levels.
- Increase employment opportunities in tandem with new housing construction.
- Identify ways that the public and private sectors can work together to increase housing production in North Sacramento.

No conflicts with Housing Element goals and policies are anticipated.

Mitigation Measures

None required.

City Policies and Requirements

None applicable.

Impacts: Transportation Element

The proposed project supports Transportation Element goals and objectives including, but not limited to:

Goal:
- Strive towards development of a comprehensive transportation system that allows safe and efficient movement of people and goods within and through the community.

No conflicts with Transportation Element goals and policies are anticipated.

Mitigation Measures

None required.

City Policies and Requirements

None applicable.

Impacts: Public Facilities and Services Element

The proposed project supports a majority of the Element's goals and objectives, including, but not limited to:

Goal:
- Assure that future improvements planned for public services can accommodate desired growth levels and can meet City standards for health, safety and attractiveness.

Objectives:

- Give a priority to scheduling new physical improvements in areas where the goal is to provide new job opportunities, support infill development and/or increase residential densities.

- Continue to upgrade sewer, water, and drainage facilities within developed areas of the community.

- Develop and implement a financing strategy which the City and property owners can use to finance needed physical improvements.

Implementation of land uses assumed under the proposed project may result in conflicts with the following identified actions.

4. Parks and Open Space

- Identify in this plan the City's desire to preserve important natural open spaces and wildlife habitats near Dry Creek, Arcade Creek, near the Natomas East Drainage Canal, south of Woodlake Park along the creek, and the American River.

- Designate land containing the critical habitat of the elderberry beetle and hairstreak butterfly with the R-Review Zone. This designation will allow review to ensure that future development will not harm these rare and endangered species of wildlife.

This is considered a significant impact that can be mitigated at a policy level with City policies and requirements. For a specific discussion of biotic resources, please refer to the Biological Resources section of this EIR.

Mitigation Measures

None required.

City Policies and Requirements

City policy and requirement CP54 noted in the Biological Resources section would apply.

Impacts: Neighborhood Environment Element

The proposed project supports Element goals, policies, and objectives as follows:

Goal:
- Conserve and build upon the positive qualities of the North Sacramento Community and at the same time eliminate those qualities that create negative perceptions.

Objectives:

- Develop and implement program strategies which focus on revitalizing declining commercial areas and stabilizing residential neighborhoods.

- Upgrade street improvements in existing neighborhoods as a high priority.

- Attract new residential and commercial development to North

Sacramento and increase employment opportunities for residents.

- Retain community services and facilities that support and enhance neighborhood cohesiveness, stability and pride.

No conflicts with Neighborhood Environment Element goals and policies are anticipated.

Mitigation Measures

None required.

City Policies and Requirements

None applicable.

Sacramento Zoning Ordinance

Impact

The proposed project assumes the land uses in the North Sacramento Community Plan. The Zoning Ordinance implements the Community Plan. No Zoning amendments are proposed. No site-specific projects are proposed at this time to analyze for compliance with Zoning Ordinance requirements. On a program level, no significant impacts are anticipated.

Mitigation Measures

None required.

City Policies and Requirements

None applicable.

American River Parkway Plan

Impact

The land uses assumed under the Redevelopment Plan include industrial and labor intensive uses near the American River Parkway. Individual projects proposed under the Plan may conflict with adopted goals and policies related to visual impacts on the Parkway, damage to wildlife, and recreation use disruption depending on specific location, design, and height. Compliance with the Parkway Plan policies and requirements indicated below will reduce any potentially significant impacts to a level of insignificance.

Mitigation Measures

None required.

City Policies and Requirements

City policies and requirements CP1 - CP7 in the Land Use section would apply.

1984 Parks and Recreation Facilities Master Plan

Impact

The Parks and Recreation Facilities Master Plan does not indicate a future park at the SR 160 and Del Paso Boulevard area although it is indicated in the North Sacramento Community Plan Land Use Map as "Parks, Parkways, and Open Space," and by extension, is included in the proposed Redevelopment Plan[1].

The apparent conflict between these plans is considered less than significant.

Mitigation Measures

None required.

City Policies and Requirements

None applicable.

100-Year Flood Plain Policy

Impact

Applicants wishing to develop property within the 100-year flood plain will have to incorporate adequate flood protection measures. The Land Use Planning Policy within the 100-year Flood Plain in the City and County of Sacramento EIR recommends that the General Plan Land Use policies add measures to reduce risk of flood damage. These are described in the Hydrology section of this EIR.

---

[1]The North Sacramento Community Plan is internally inconsistant. The representation of the mobile home park as parkland on the North Sacramento Community Plan Land Use Map is an error. Neither the Agency nor the City have any intension of converting the mobile home park to parkland, nor is this a stated policy of the North Sacramento Community Plan.

Mitigation Measures

None required.

City Policies and Requirements

City policies and requirements CP46 - CP49 in the Hydrology section would also apply.

Sacramento County General Plan

Impact

Sacramento County does not have jurisdiction over the North Sacramento area since it is included in the incorporated boundaries of the City of Sacramento. Policies of the American River Parkway Plan which are part of the County General Plan as well as the City of Sacramento General Plan do regulate adjacent development near the Parkway. Potential impacts are described above and in the Land Use section of this EIR.

Mitigation Measures

None required.

City Policies and Requirements

City policies and requirements CP1 - CP7 in the Land Use section would also apply.

CUMULATIVE IMPACTS

Impact

Implementation of the proposed project in conjunction with other past, present, and reasonably foreseeable development may result in cumulative changes to City plans and policies. Future plan amendments are to be evaluated on a case-by-case basis and internal consistency is required. This is not considered a significant cumulative impact.

Mitigation Measures

None required.

City Policies and Requirements

None applicable.

LEVEL OF SIGNIFICANCE

Impacts analyzed for consistency with the Sacramento Zoning Ordinance, Del Paso Heights Redevelopment Plan, and County of Sacramento General Plan are considered less than significant.

Impacts that can be mitigated to a level of insignificance at a policy level with City policies and requirements include future inconsistencies with the City of Sacramento General Plan, North Sacramento Community Plan, 1984 Parks and Recreation Facility Master Plan, and American River Parkway Plan.

Impacts that can be mitigated to a level of insignificance at a policy level include inconsistencies with the City of Sacramento General Plan Housing Element and the 1984 Parks and Recreation Facilities Master Plan.

Implementation of the proposed project, in conjunction with other past, present, and reasonably foreseeable development may result in cumulative changes to City plans and policies. Future plan amendments are to be evaluated on a case-by-case basis and internal consistency is required. This is not considered a significant cumulative impact.

POPULATION AND EMPLOYMENT

POPULATION AND EMPLOYMENT

INTRODUCTION

Information in this section is based primarily on evaluation of Census data[1], the "Preliminary Report on the Proposed Redevelopment Plan for the North Sacramento Redevelopment Project Area" prepared by Katz Hollis in November 1991, and the North Sacramento Community Plan.

EXISTING CONDITIONS

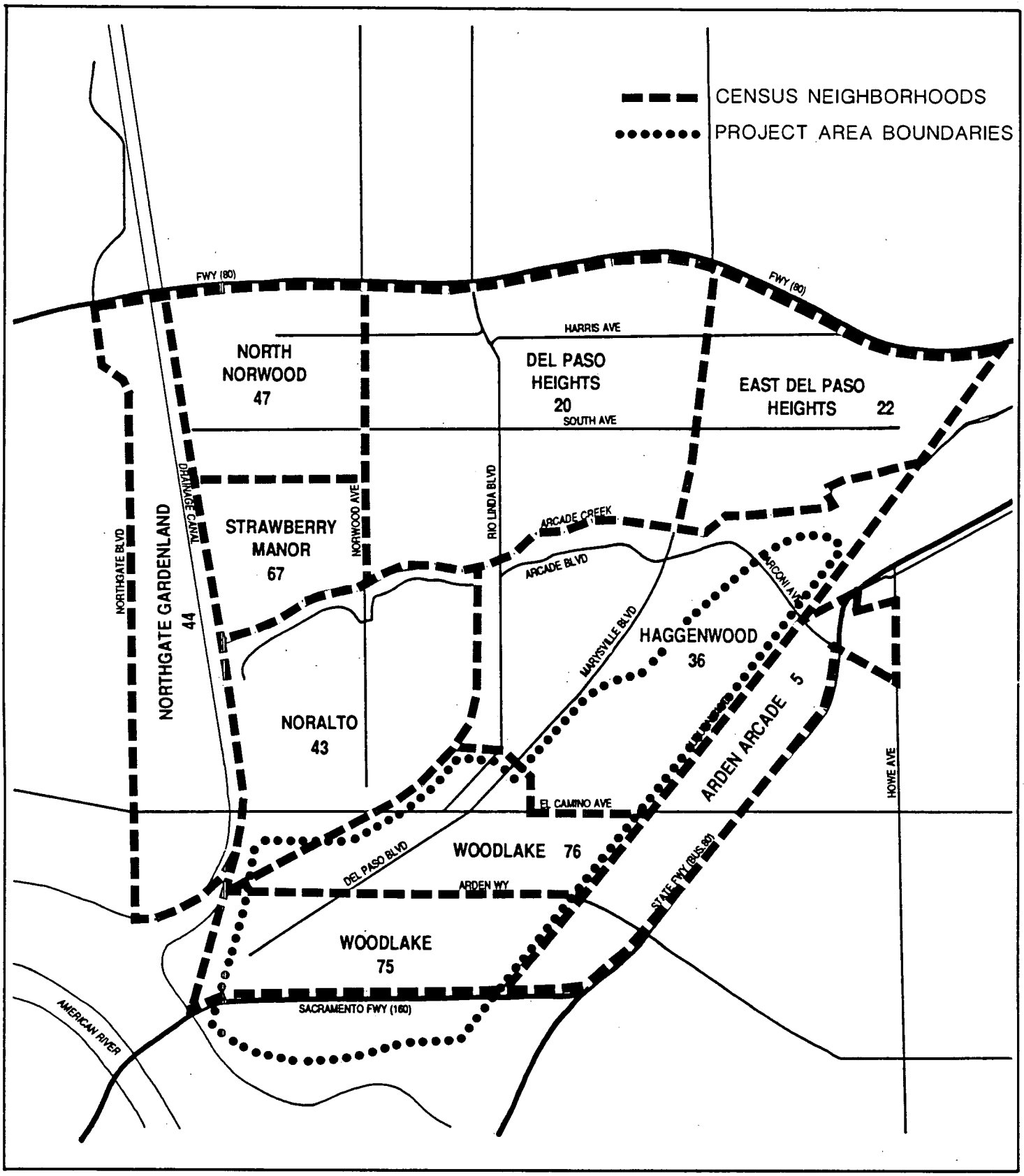
Population

In 1980, 6,122 people lived within the boundaries of the project area. In 1990, the project area population had grown by 393 to approximately 6,515 residents. This represents a growth rate of less than seven percent or an annual growth rate of less than one percent. In comparison, during the same time period, Sacramento County grew approximately 30 percent, (an average annual rate of nearly three percent). The City of Sacramento grew more than 25 percent, an average annual growth rate of more than two percent. Between 1980 and 1990, household size grew slightly (1.5 percent) in the project area from 2.00 people per dwelling unit to 2.03 people per dwelling unit.

Overall, education and income levels within the project area are lower than in the City and County populations. Of the County population, 34 percent graduated from college, and of the City population, 18 percent were college graduates. Within the project area, less than eight percent completed a college education. In 1990, the median household income within the project area was $18,622, versus $25,702 city-wide and $29,911 county-wide. The 1990 population of the three census tracts which include and surround the project area was 72.9 percent white, 12.2 percent black, 2.4 percent American Indian/Eskimo, 7.6 percent other, and 15.7 percent of spanish origin.

A breakdown of population figures is provided for ten established neighborhoods comprising and/or surrounding the project area. Exhibit 11 shows the boundaries of these neighborhoods, and their location relative to the project area. Table G describes the total population by neighborhood. Table H indicates the median household income of the population by neighborhood. Tables I and J show data on the ethnic mix and education level by neighborhood for 1980. (The Census Department has not yet released detailed

[1]The project area falls within Census tracts 63.00, 66.00 and 69.00. Census data for specific neighborhoods was obtained from Bureau of Census-prepared figure breakdowns within each tract.



Source: City of Sacramento

NEIGHBORHOODS

NORTH SACRAMENTO REDEVELOPMENT PLAN EIR
Sacramento Housing and Redevelopment Agency

STA inc.

no scale

Exhibit 11

TABLE G

POPULATION BY NEIGHBORHOOD

NEIGHBORHOOD	POPULATION 1979	POPULATION ESTIMATED 1990[1]
Within project area[2]:		
Woodlake	5,043	5,396
Noralto	4,904	5,247
Haggenwood	5,392	5,769
Surrounding project area[3]:		
Arden Arcade	4,305	4,606
Point West	1,057	1,130
Northgate Gardenland	2,552	2,731
Strawberry Manor	2,214	2,369
North Norwood	838	897
Del Paso Heights	5,714	6,114
East Del Paso Heights	3,670	3,927
Total (all neighborhoods)	**35,689**	**38,186**

Source: U.S. Department of Commerce, Bureau of the Census 1980 Report.

[1]Extrapolation from 1980 data based on 1980-1990 growth rate.

[2]Neighborhoods that fall entirely or partially within the project area boundaries.

[3]Local neighborhoods outside the project area boundaries.

TABLE H

HOUSEHOLD INCOME BY NEIGHBORHOOD

NEIGHBORHOOD	MEDIAN HOUSEHOLD INCOME	
	1979	ESTIMATED 1990[1]
Within project area[2]:		
Woodlake	$10,378	$17,030
Noralto	12,274	20,142
Haggenwood	9,996	16,403
Surrounding project area[3]:		
Arden Arcade	13,082	21,468
Point West	15,700	25,764
Northgate Gardenland	8,658	14,208
Strawberry Manor	12,850	21,087
North Norwood	6,096	10,004
Del Paso Heights	9,704	15,924
East Del Paso Heights	11,581	19,004

Source: U.S. Department of Commerce, Bureau of the Census, 1980 Report.

[1]Extrapolation from 1980 data based on 1980-1990 growth rate.
[2]Neighborhoods that fall entirely or partially within the project area boundaries.
[3]Local neighborhoods outside the project area boundaries.

TABLE I

ETHNIC MIX-RACE AND ETHNIC ORIGIN
(Percent of Neighborhood)[1]

NEIGHBORHOOD	WHITE	BLACK	AMERICAN INDIAN	ASIAN/ PACIFIC ISLANDER	OTHER	SPANISH ORIGIN[2]
Within project area[3]:						
Woodlake	82.2	5.4	2.9	3.0	6.5	12.6
Noralto	70.3	8.0	2.5	2.0	17.5	25.2
Haggenwood	86.8	3.2	2.3	11.1	6.6	12.8
Surrounding project area[4]:						
Arden Arcade	89.4	2.0	1.5	2.1	5.0	9.2
Point West	37.8	11.6	2.2	13.5	20.4	33.5
Northgate Gardenland	69.5	0.7	2.0	1.7	26.1	36.8
Strawberry Manor	18.9	69.9	0.8	2.1	8.4	11.0
North Norwood	30.3	57.9	2.4	2.3	7.2	6.7
Del Paso Heights	33.5	56.7	2.1	0.8	6.9	10.9
E. Del Paso Heights	81.0	9.5	1.8	1.7	6.0	11.4

Source: U.S. Department of Commerce, Bureau of the Census, 1980 Report.

[1] Percentages have been rounded.
[2] Persons of Spanish origin may be of any race.
[3] Neighborhoods that fall entirely or partially within the project area boundaries.
[4] Local neighborhoods outside the project area boundaries.

TABLE J

EDUCATION
(Years of School Completed by Persons 25 Years Old and Over)

NEIGHBORHOOD	ELEMENTARY	HIGH SCHOOL	PERCENTAGE HIGH SCHOOL GRADUATES	COLLEGE	TOTAL PERSONS 25 YEARS OLD AND OVER
Within project area[1]:					
Woodlake	641	1,859	59.5	850	3,350
Noralto	514	1,462	62.3	541	2,517
Haggenwood	725	1,995	53.6	630	3,350
Surrounding project area[2]:					
Arden Arcade	491	1,412	70.3	682	5,144
Point West	12	146	92.0	468	626
Northgate Gardenland	716	680	33.0	155	1,551
Strawberry Manor	199	601	55.1	217	1,017
North Norwood	14	201	58.2	53	268
Del Paso Heights	947	1,677	44.7	484	3,108
E. Del Paso Heights	398	1,401	54.0	406	2,205

Source: U.S. Department of Commerce, Bureau of the Census, 1980 Report.

[1]Neighborhoods that fall entirely or partially within the project area boundaries.
[2]Local neighborhoods outside the project boundaries.

neighborhood data for 1990, and it is not possible to accurately extrapolate the data in these tables from existing information.)

Employment

Regional and City-wide Employment

The City of Sacramento is the regional employment and trade center for the four-County Metropolitan Area which includes Sacramento, Yolo, Placer, and El Dorado Counties. According to the General Plan, nearly one third of the region's and one-half of Sacramento County's labor force work within the City. The traditional economic base of the City includes government services, wholesale trade, and agriculture (City of Sacramento General Plan, January 19, 1988).

The State Employment Development Department (EDD) provides county-wide employment trends for Sacramento County. The EDD estimates that the County's civilian labor force reached an average level of 521,000 in 1990, an increase in the labor force of 3,500. During the same period, employment for the County rose by 4,100 to a level of 496,500 employed. Unemployment decreased by 600 to 24,500 unemployed. These employment trends have led to an overall reduction in the County's unemployment rate from 4.8 percent in 1989 to 4.7 percent in 1990.

The EDD also estimates that during the seven-year forecast period (1989-1996) wage and salary employment figures in Sacramento County should continue to grow despite the possible impacts associated with the current recessionary period facing California and the nation. Sacramento County is expected to generate approximately 80,300 new non-agricultural jobs during the seven-year forecast period. The services, retail trade, finance, insurance, real estate, and construction industry divisions are expected to produce 80 percent of the new jobs for Sacramento County. Refer to Table K for more detailed figures.

Local Employment

Much of the project area is currently developed with single-family and multi-family homes. These residential areas have no significant employment generating capacity. There are three distinct locations in this area which do provide significant existing employment to the North Sacramento area. The first area is a retail/commercial strip area along Del Paso Boulevard in the Woodlake and Haggenwood neighborhoods. This area contains many small retail businesses, shops and restaurants, and provides most of the retail employment opportunities for the area. The second area that provides substantial local employment opportunities is situated along the southernmost region of the project area south of Highway 160. This area is an industrial use area and contains a number of large warehouses. A business park is located immediately northeast of the industrial area in the Woodlake and Arden Arcade neighborhoods.

TABLE K

ANNUAL AVERAGE WAGE AND SALARY EMPLOYMENT[1]
HISTORICAL 1989
FORECAST 1996
Sacramento

INDUSTRY	HISTORICAL 1989	FORECAST 1996	ABSOLUTE CHANGE 1989-1996
Total, all industries	457,000	537,600	80,600
Total agriculture	3,000	3,300	300
Total nonagriculture	454,000	534,000	80,300
Mining	200	300	100
Construction	25,600	33,100	7,500
Manufacturing	28,700	31,500	2,800
Nondurable goods	12,600	15,000	2,400
Food & kindred	5,000	5,700	700
Printing & publishing	5,600	6,900	1,300
Other nondurable goods	2,000	2,400	400
Durable goods	16,100	16,600	500
Lumber & wood products	2,800	3,000	200
Stone, clay & glass products	800	1,100	300
Primary & fabricated metals	1,900	1,900	0
Other durable goods	10,600	10,600	0
Transportation & public utilities	18,200	21,600	3,400
Wholesale trade	22,100	26,600	4,500
Retail trade	83,600	96,100	12,500
Finance, insurance & real estate	31,500	39,700	8,200
Services	103,800	140,000	36,200
Government[2]	140,200	145,500	5,300
Federal	27,800	26,100	-1,700
State and local	112,500	119,300	6,800

Source: State of California Employment Development Department.

[1]Employment is reported by place of work and excludes self-employed persons, unpaid family workers, and those involved in labor-management trade disputes. Data contained in this table are based on 1987 Standard Industrial Classifications. Annual average industry detail may not add to totals because of independent rounding.
[2]Includes all civilian government employees regardless of the activities in which they are engaged.

The third portion of the project area which provides significant employment opportunities also contains many industrial uses with a number of warehouses. It is located west of Business 80 in the Haggenwood neighborhood. Together these three areas make up a majority of the employment opportunities within the project area.

Table L presents the labor force population of each neighborhood in and around the project area. The labor force is considered that portion of the population aged 16 and older. Table M provides a breakdown of the types of jobs held by each neighborhood's population in 1980. (Detailed figures for 1990 are not yet available.) The majority of those participating in the work force tended to work in three occupational categories: retail trade, professional and related fields, and public administration. EDD figures for 1990 indicate that the unemployment rate for the project area was 11 percent, more than twice the city-wide average.

IMPACTS AND MITIGATION

Population

According to CEQA Appendix G(k) and (m), induced growth or concentration or displacement of a large number of people are considered significant impacts. The addition of population is not in and of itself a significant impact. Indirect project-specific impacts of population growth on traffic, noise, air quality, housing and public services and utilities are discussed in their respective sections of this EIR. For the purposes of this EIR, any changes in population density, distribution, or growth rate are considered significant impacts. Displacement of population is analyzed in the Housing section of this EIR.

Impact

According to market analysis data, the provisions of the North Sacramento Community Plan and a review of vacant residential land, project buildout will result in a net increase of 526 housing units in the project area by the year 2007. Of these, 508 will be multi-family units. Based upon current figures for average household size in the project area, this net housing development will increase the population of the project area by 1,068 (assumes 526 units multiplied by 2.03 people per dwelling unit). At buildout in 2007, the population of the project area will total 7,583 persons. This represents a growth rate of 16 percent over 17 years, or an average annual growth rate of just over one percent.

This is not significantly different from the historic growth rate of the project area over the past decade. (These figures are based on the assumption that household size will remain at its current level of 2.03 persons per dwelling unit in the project area. Should household size rise or fall, these numbers will slightly understate or overstate the net population gain associated with the proposed project.) No significant impacts are anticipated.

TABLE L

NEIGHBORHOOD LABOR FORCE DATA

NEIGHBORHOOD	LABOR FORCE (16+ years of age)	
	1979	ESTIMATED 1990[1]
Within project area[2]:		
Woodlake	2,102	2,249
Noralto	1,856	1,986
Haggenwood	1,974	2,112
Surrounding project area[3]:		
Arden Arcade	2,032	2,174
Point West	883	945
Northgate Gardenland	873	934
Strawberry Manor	856	916
North Norwood	157	168
Del Paso Heights	1,709	1,829
East Del Paso Heights	1,473	1,576
Total (all neighborhoods)	**13,915**	**14,889**

Source: U.S. Department of Commerce, Bureau of the Census, 1980 Report.

[1]Extrapolation from 1980 data.
[2]Neighborhoods that fall entirely or partially within the project area boundaries.
[3]Local neighborhoods outside the project area boundaries.

TABLE M

INDUSTRY AND EMPLOYEES

	PW	AA	WL	NO	HN	N6	SM	NN	DPH	EDPH
Agriculture, Forestry, Fisheries, and Mining	0	44	48	52	6	35	22	6	45	12
Construction	13	108	128	90	158	41	22	14	84	108
Manufacturing	72	166	132	163	120	136	55	14	119	73
Transportation	38	42	107	105	122	45	47	--	45	24
Communication and Other Public Utilities	77	50	60	77	49	9	7	--	39	44
Wholesale Trade	57	84	145	58	84	37	39	--	15	48
Retail Trade	94	329	346	241	364	153	34	14	198	259
Finance Insurance, Real Estate	101	139	105	52	46	33	45	--	43	40
Business and Repair	39	84	135	97	53	21	41	--	68	108
Personal, Entertainment and Recreation Services	43	100	83	74	62	30	15	14	94	60
Professional and Related	145	247	169	215	257	70	127	22	223	210
Public Administration	147	295	230	276	224	121	234	25	312	238

Source: U.S. Department of Commerce, Bureau of the Census, 1980 Report.

PW = Point West
AA = Arden Arcade
WL = Woodlake
NO = Noralto
HN - Haggenwood
NG = Northgate Gardenland
SM = Strawberry Manor
NN = North Norwood
DPH = Del Paso Heights
EDPH = East Del Paso Heights

Mitigation Measures

None required.

City Policies and Requirements

None applicable.

Regional and Citywide Employment

Impact

Based upon the employment densities outlined in the proposed North Sacramento Community Plan 1988, the General Plan EIR, and the figures compiled on available vacant acres (outlined in Appendix B of this EIR), it is estimated that between 4,086 and 5,885 new employment opportunities may exist for the project area. The proposed plan aims to promote and generate an increase in industrial and office uses, while also rejuvenating the existing retail uses of the area. Tables N and O present the figures on employee generating uses. Based upon those figures it is estimated that industrial uses will provide between 3,483 and 4,644 new industrial jobs to the region. Office use will provide approximately 540 to 2,160 new jobs while retail use, because of the planned reinvestment in the existing businesses, will provide between 63 to 76 new employment opportunities. These methods of calculating future employment opportunities provide a general estimate of future employment and represent an approximate range rather than an exact projection.

General estimates of potential salaries for some of the possible basic jobs created by the proposed plan are provided in Table P. Figures for other professional jobs were not readily available due to the variability that exists in salary ranges of other professional jobs. For example, an executive of a development firm may make significantly more or less than an equally skilled similar level executive of a banking firm, making it difficult to standardize wage and salary figures.

The proposed increases in industrial and office uses will provide employment opportunities for such occupations as: shipping and receiving clerks, typists, bookkeeping, accountants and data processing. The associated Countywide average wages and salaries of these occupations will provide the employees with a yearly income level that is lower than the estimated 1990 median income level of $23,462 for the area. Based upon the housing affordability discussed in the Housing section of this EIR, this income level will make it difficult for a single-income household to purchase an average priced home in the area. This could lead to a housing/jobs imbalance for the area and in turn a need for more affordable housing in the regional and local areas. This is considered a significant impact that is partially addressed by City policies and requirements which have been incorporated into the project, but remains significant and unavoidable. Applicable policies and requirements are provided below.

TABLE N

EMPLOYEE GENERATION RATES
NORTH SACRAMENTO COMMUNITY PLAN

	NET ACRES[1]	EMPLOYEE[2] DENSITIES/ACRES	TOTAL
Retail	4.21	15	63
Office	36.0	15	540
Industrial	116.10	30-40	3,483-4,644
TOTAL			**4,086-5,247**

Source: North Sacramento Community Plan.

[1]Figures are taken from analysis of buildout on vacant areas. Estimation of these figures is discussed in Appendix B of this EIR.
[2]These standards are from page 31 of the North Sacramento Community Plan.

TABLE O

EMPLOYEE GENERATION RATES
SACRAMENTO GENERAL PLAN EIR
AND SACOG

	SQUARE FEET[1]	GENERAL PLAN SQ. FT./EMPLOYEES	TOTAL EMPLOYEES	SACOG SQ. FT./EMPLOYEES[2]	TOTAL EMPLOYEES
Retail	37,890	300	126	500	76
Office	540,000	300	1,800	250	2,160
Industrial	1,277,100	500	2,554	350	3,649
TOTALS			4,980		5,885

Sources: Sacramento General Plan EIR (1988), MKK Transportation, and SACOG.

[1] Figures are taken from analysis of buildout on vacant acres. Estimation of these figures is discussed in Appendix B of this EIR.
[2]These standards were used in the traffic assessment for this EIR.

TABLE P

SACRAMENTO COUNTY WAGES AND SALARIES

OCCUPATION	ENTRY LEVEL	NEW TO FIRM/ EXPER-IENCED	3 YEARS W/FIRM	YEARLY SALARY[1]
Automotive Mechanic & Technician	$8.00	$8.40	$12.00	$16,800
Bookkeeping & Accounting Clerk	6.77	7.90	9.51	15,900
Carpenter's Helper	7.00	8.00	11.75	16,000
Cook, Restaurant	6.00	6.50	8.50	13,000
Cook, Short Order	5.00	6.38	8.13	12,760
Data Entry Keyer	7.00	7.27	9.80	14,540
Electronic Technician	8.00	11.00	12.92	22,000
Food Lodging Manager	7.13	7.25	9.00	14,500
Food Preparation Worker	5.00	5.75	7.00	11,500
Loan & Credit Clerk	6.99	7.78	10.44	15,560
Loan Officer & Counselor	8.00	9.19	11.34	18,380
Plumber	6.50	11.00	16.00	22,000
Retail Sales Manager & Supervisor	6.86	7.00	9.77	14,000
Retail Salesperson	5.35	5.50	8.00	11,000
Secretary	7.39	7.42	9.00	14,840
Shipping/Receiving Clerk	6.50	6.50	8.50	13,000
Teller	6.37	6.98	8.14	13,960
Typist/Word Processing Operator	6.00	8.04	9.47	16,080

Source: Economic Development Department, State of California (June 1991)

[1]Calculated utilizing the figures from "new to firm/experienced." Multiplied by 40 hours/week and 50 work weeks.

Mitigation Measures

None applicable.

City Policies and Requirements

Refer to City policies and requirements CP18 - CP21 in the Housing section.

Local Employment

Impact

The proposed plan will increase the demand for skilled employees in the North Sacramento area. The North Sacramento area has a notably lower percentage of residents (25+ years) who have graduated from high school or college than the City or County of Sacramento. Due to this potential lack of skilled local employees, future employers may be forced to utilize more skilled commuter workers from other areas of the City and/or County. This potentially significant impact could have some economic repercussions to the local economy.

The percentage of North Sacramento residents (25+ years) with a high school or college background has increased since 1970 from 40.9 percent to 56 percent in 1980. This is still lower than the City's 72 percent and the County's 78 percent, but the increase is anticipated to continue which will, in the future, provide a greater number of skilled workers and significantly reduce the need for more skilled commuter workers to the area. Compliance with City policies and requirements which have been incorporated into the proposed project will result in less than significant impacts to local employment. Applicable policies and requirements are provided below.

Mitigation Measures

None required.

City Policies and Requirements

<u>Commerce and Industry Land Use Element</u>

CP10. B.1: Strongly encourage major employers to incorporate local hiring preferences.

Action a): The City shall study and consider adopting local hiring incentives for major industrial uses.

CP11. B.2: Provide public support to expand job placement and training services.

CP12. B.2: Action a): The Economic Development Coordinator's office will coordinate with SETA/PIC which contacts local employers to assess needed employee skill levels and to establish training and internship programs.

CP13. B.2: Action b): The Economic Development Coordinator's office will work with SETA/PIC which works with local schools in establishing apprentice programs to meet skill needs of existing and new industries.

CP14. B.3: The City shall study methods for encouraging major employers to incorporate child care facilities and/or programs to help attract and maintain a productive work force.

CP15. B.3: Action a): The Child Care Coordinator's office will coordinate with the office of Economic Development, Child Action, Inc., and local employers to assess employer/ employee child care needs and to establish facilities and programs to meet those individual needs.

CP16. B.4: Consider giving assistance to industrial projects that promote employee training or are located in communities with high unemployment problems.

CP17. B.4: Action a): Study the feasibility of waiving City processing fees, fast-tracking project review procedures, or other such incentives for employers with employee training programs or that locate in high unemployment areas.

Business Displacement

Impact

Implementation of the proposed project may result in a displacement of businesses as properties redevelop. The location of potential major land use changes is shown in Exhibit 8 of the Land Use section. Business displacement could occur where existing commercial properties at Hawthorne Street/El Monte Avenue, Eleanor Street/Del Paso Boulevard, and Land Street/Del Paso Boulevard are identified for residential uses in the North Sacramento Community Plan. Other major changes will take place in the Del Paso Boulevard/El Camino Avenue intersection where the Udewitz Market Study indicated commercial redevelopment was likely. In addition, the North Sacramento Community Plan text indicates that industrial/heavy commercial uses are planned to be phased out in the Special Planning districts in favor of office, retail, and higher density housing. Impacts related to business displacement can be mitigated to a level of insignificance with mitigation measure 2.

Mitigation Measures

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

City Policies and Requirements

Refer to CP23 in the Housing section.

CUMULATIVE IMPACTS

Population

Impact

In conjunction with other past, present, and reasonably foreseeable development projects, buildout of the proposed project land uses will contribute to regional population growth. Additional regional population growth will indirectly result in impacts to traffic, noise, air quality, housing, and public services. These issues are considered in their respective sections of this EIR.

Mitigation Measures

None required.

City Policies and Requirements

None applicable.

Regional and Citywide Employment

Impact

The proposed project, in conjunction with other past, present, and reasonably foreseeable future projects, will have a cumulative impact on the growth of employment opportunities in the area and on the attainment of a jobs/housing balance. The creation of job opportunities which create a jobs/housing imbalance leading to housing demand in excess of supply can be partially mitigated, but remains significant and unavoidable. Applicable policies and requirements which have been incorporated into the project are provided below.

Mitigation Measures

Mitigation measure 3 in the Housing section would apply.

City Policies and Requirements

Refer to CP18 - CP23 in the Housing section.

Business Displacement

Impact

The implementation of the proposed project in conjunction with other past, present, and reasonably foreseeable projects will result in the displacement of businesses. The project's contribution to this impact can be mitigated to a level of insignificance.

Mitigation Measure

Mitigation measure 2 would apply.

City Policies and Requirements

Refer to CP23 in the Housing section.

LEVEL OF SIGNIFICANCE

Population

The addition of population is not in and of itself a significant project-specific or cumulative impact. Indirect project-specific and cumulative impacts of population growth on traffic, noise, air quality, housing and public services and utilities are discussed in their respective sections of this EIR.

Employment

Regional and Citywide Employment

The development of the proposed project will create a significant amount of new employment opportunities which will rely upon affordable housing within the City. This impact is partially addressed by policies and requirements which have been incorporated into the proposed project, but remains significant and unavoidable.

The proposed project in conjunction with other past, present and reasonably foreseeable future projects will have a cumulative impact on the growth of employment opportunities

in the area and on the attainment of a jobs-housing balance. The creation of jobs or employment opportunities in and of itself is not considered a significant cumulative impact.

Local Employment

Development of the proposed project will increase the amount of employment opportunities and the demand for skilled local workers. Due to the continued increase in numbers of educated or skilled workers in the project area, and the implementation of City policies and requirements proposed as part of the project, this impact is considered less than significant.

Business Displacement

The implementation of the proposed project in conjunction with other past, present, and reasonably foreseeable projects will result in the displacement of businesses. The project's contribution to this impact can be mitigated to a level of insignificance.

HOUSING

HOUSING

INTRODUCTION

Information in this section is based on U.S. Census data (1980, 1990), the City of Sacramento General Plan Update EIR (1987), the City of Sacramento Population and Housing Data by Community Plan Area (May 1989), the North Sacramento Community Plan, the Sacramento Housing and Redevelopment Agency Comprehensive Housing Affordability Strategy (October 1991) and the Preliminary Report on the Proposed Redevelopment Plan for the North Sacramento Redevelopment Project Area (November 1991).

EXISTING CONDITIONS

Regional and City-wide Housing

In 1988, the City of Sacramento had 142,500 total housing units, of which 64 percent were single-family detached. It is estimated that at buildout (2016) the City will have 214,800 housing units, of which 63 percent will be single-family detached. Table Q shows projected future population in relationship to housing units for the City of Sacramento.

In 1990, of the 264,212 housing units in Sacramento County, 95 percent were occupied and 5.0 percent were vacant. Of the occupied units, 60 percent were owner-occupied and 40 percent were renter-occupied. The proportion of units occupied by renters has consistently risen over the past two decades, from 34.6 percent in 1970 to 37.2 percent in 1980.

Over 50 percent of Sacramento County's housing stock was built more than 20 years ago; 30 percent was built more than 40 years ago. According to the County's Housing Assistance Plan, approximately 11.8 percent of all City housing units are in need of rehabilitation.

In 1991, County-wide rents for existing two-bedroom units ranged from $523 to $556; the average rent for a newly constructed two bedroom unit was $611. The 1990 median sales price of a single-family home was $134,900. This is considered affordable to approximately 50 percent of the households in the Sacramento area. (As a rule, housing costs that do not exceed 30 percent of gross household income for renters and 35 percent of gross household income for owners are considered affordable.)

TABLE Q

PROJECTED FUTURE POPULATION AND HOUSING UNITS

YEAR	POPULATION	PROJECTED DWELLING UNITS	SUPPLY IN HOUSEHOLDS	NEW REPLACEMENT[1]	TOTAL
1985	312,100	125,500	N/A	N/A	N/A
1991	345,300	139,100	13,600	750	14,400
1995	379,800	153,200	14,100	750	14,900
		Total Additional Household Needed			29,300

Source: City of Sacramento General Plan, 1988

[1]The replacement figures were derived from the average number of units (150 demolished each year).

Note: N/A = Not Available

Project Area Housing

Condition of Housing Stock

Surveys of the housing stock in the project area and the neighborhoods surrounding it provide an indication of the existing residential environment in the community. A field survey of the project area conducted by the Redevelopment Agency of the City of Sacramento between January and March of 1991 identified 65 percent of the residential building stock in need of minor rehabilitation, 14 percent in need of major rehabilitation, and 21 percent in sound condition. Refer to Table R for a breakdown of these findings.

Age of Housing Stock

While detailed 1990 Census data for the neighborhoods comprising and surrounding the project area is not yet available, 1980 Census data remains relevant as the area's housing stock has grown by less than 10 percent between 1980 and 1990. According to 1980 Census data, nearly 70 percent of the housing stock in the project area and surrounding vicinity was 20 years old or older. Table S provides a breakdown by neighborhood of housing stock age.

Vacancy

In 1990, the project area had a vacancy rate of 11 percent. The City, in comparison, had a vacancy rate of 5 to 8 percent. An analysis of 1980 Census data on vacancy in the project area and surrounding neighborhoods indicates that 10 percent of units that were vacant were for sale, and 61 percent were for rent.

Occupancy

In 1991, 50 percent of the occupied housing units in the project area were owner-occupied and 50 percent were renter-occupied.

Housing Costs and Rental Rates

A review of 1990 U.S. Census tract information for the project area and immediately surrounding neighborhoods revealed a median household income of $23,462. Median housing costs were not available. A review of housing prices for the North Sacramento area in the December 8, 1991 issue of the Sacramento Bee revealed an average cost of a three bedroom/two bath home to be $129,000. Prices ranged up to $140,000 for the same type of dwelling unit. Assuming 10 percent or higher interest rates and an 80 percent mortgage, Table T indicates the income necessary to purchase a home of these prices. In order to purchase the average priced home with a 30-year term and at a 10 percent interest rate, one would need to earn $38,638. This is substantially higher than the 1990 median income of $23,462.00.

TABLE R

PROFILE OF HOUSING STOCK CONDITIONS IN SAMPLE AREAS OF THE PROJECT AREA

	A EXCELLENT/GOOD CONDITION[1]		B MINOR REHABILITATION[2]		C MAJOR REHABILITATION[3]		D EXTENSIVE RECONST./DEMOLITION[4]		
TYPE	NO.	PERCENT	NO.	PERCENT	NO.	PERCENT	NO.	PERCENT	TOTAL
Single-Family	46	21.9%	138	65.7%	26	12.4%	0	0.0%	210
Multi-Family	6	16.2%	22	59.5%	8	21.6%	1	2.7%	37
TOTAL	**52**	**21.1%**	**160**	**64.8%**	**34**	**13.8%**	**1**	**0.4%**	**247**

Source: Redevelopment Agency of the City of Sacramento.

[1]Excellent/Good Condition - Recent construction or well-maintained or rehabilitated older construction; no apparent structural deterioration or code violations.

[2]Minor Repairs - Less recent or older construction; visual evidence of slight or minor structural deterioration; minor code violations and/or deficiencies.

[3]Major Repairs - Older construction (including unreinforced masonry) or poorly maintained structure; visual evidence of moderate to heavy structural deterioration, such as sagging roof, walls not plumb, holes in walls, inadequate foundation; one or more major code violation and numerous minor violations and/or deficiencies; and possible seismic safety problems.

[4]Extensive Reconstruction/Demolition - Older and very old construction (including unreinforced masonry), or very poorly maintained or willfully damaged structure; visual evidence of heavy to severe structural deterioration, including severely sagging or partially missing or destroyed roof, leaning or missing walls, columns and posts, and window and door frames out of alignment; cracking, offset or missing foundation; two or more major code violations and extensive minor violations and/or deficiencies; and probable seismic safety problems.

TABLE S

AGE OF STUDY AREA HOUSING STOCK, 1980

NEIGHBORHOOD	YEAR UNIT BUILT Number of Units (Percent of Total Units In Neighborhood) 1970-1980	1960-1970	1950-1960	Pre-1949
Within project area[1]:				
Woodlake	267 (9%)	617 (22%)	689 (24%)	1,330 (46%)
Noralto	51 (3%)	496 (25%)	965 (50%)	427 (22%)
Haggenwood	175 (7%)	363 (14%)	764 (30%)	1,261 (49%)
Surrounding project area:				
Arden Arcade	109 (5%)	451 (23%)	921 (50%)	446 (20%)
Point West	809 (98%)	20 (2%)	0 (0)	0 (0)
Northgate Gardenland	161 (14%)	253 (22%)	334 (29%)	386 (34%)
Strawberry Manor	39 (5%)	461 (63%)	185 (25%)	49 (7%)
North Norwood	81 (30%)	59 (22%)	72 (27%)	55 (21%)
Del Paso Heights	267 (11%)	280 (12%)	822 (34%)	1,020 (43%)
East Del Paso Heights	32 (2%)	169 (11%)	519 (33%)	837 (54%)
Total Units	**1,991 (12%)**	**3,169 (20%)**	**5,271 (32%)**	**5,811 (36%)**

Source: U.S. Department of Commerce, Bureau of Census, 1980 Census Report

Note: These figures represent year-round housing units, and are taken from the "Year Structure Built" Census category.

[1]Neighborhoods that fall entirely or partially within the project area boundaries.

TABLE T

HOUSING AFFORDABILITY

NORTH SACRAMENTO REDEVELOPMENT AREA MORTGAGE PAYMENT FACTORS			
TERM	**INTEREST RATE**		
	0.1	**0.107**	**0.1085**
15	0.131474	0.13677	0.137916
30	0.106079	0.112322	0.113671
ANNUAL PAYMENT FOR $103,200 MORTGAGE			
TERM	**INTEREST RATE**		
	0.1	**0.107**	**0.1085**
15	$13,568	$14,115	$14,233
30	$10,947	$11,592	$11,731
ANNUAL PAYMENT FOR A $112,000 MORTGAGE			
TERM	**INTEREST RATE**		
	0.1	**0.107**	**0.1085**
15	$14,725	$15,318	$15,447
30	$11,881	$12,580	$12,731
PAYMENTS OVER MORTGAGE TERM $103,200			
TERM	**INTEREST RATE**		
	0.1	**0.107**	**0.1085**
15	$203,521	$211,720	$213,493
30	$328,421	$347,747	$351,926
PAYMENTS OVER MORTGAGE TERM $112,000			
TERM	**INTEREST RATE**		
	0.1	**0.107**	**0.1085**
15	$220,876	$229,773	$231,698

Continued.

TABLE T (Cont'd.)

HOUSING AFFORDABILITY

NORTH SACRAMENTO REDEVELOPMENT AREA MORTGAGE PAYMENT FACTORS			
30	$356,426	$377,400	$381,935
ANNUAL HOUSEHOLD INCOME NECESSARY TO OBTAIN $103,200 MORTGAGE ASSUMES 34% PITI/GROSS INCOME RATIO			
TERM	**INTEREST RATE**		
	0.1	**0.107**	**0.1085**
15	$47,887	$49,816	$50,234
30	$38,638	$40,911	$41,403
ANNUAL HOUSEHOLD INCOME NECESSARY TO OBTAIN $112,000 MORTGAGE ASSUMES 34% PITI/GROSS INCOME RATIO			
TERM	**INTEREST RATE**		
	0.1	**0.107**	**0.1085**
15	$51,971	$54,064	$54,517
30	$41,933	$44,400	$44,933

Source: STA Planning, Inc.

PITI = Principal, Interest, Taxes, and Insurance

Rental housing appeared to be a more affordable option. An evaluation of current rental rates is provided in Table U. Rental rates have risen considerably during the last decade to an average of $546 per month.

In relationship to the City and County as a whole, the project area provides more attainable housing prices to residents of Sacramento and the North Sacramento community. A market study conducted by Udewitz Associates in 1991 found that rents in the project area were 5 percent lower than the citywide average, and the purchase price of a three-bedroom housing unit was 11 percent lower than the City-wide average.

Growth Trends

Table V depicts past dwelling units totals in the neighborhoods and surrounding North Sacramento environs. Over the period 1975 to 1988, the number of housing units increased nearly 15 percent. During this same time, population experienced a 12 percent increase in the North Sacramento Community Plan Area. Housing rates have met population changes. It can be expected that the population and number of housing units in the area will correspond to City-wide growth patterns.

IMPACTS AND MITIGATION

According to CEQA Appendix G (m), a project would have a significant housing impact if it would displace a large number of people. For the purposes of this EIR, the elimination of housing development or the creation of housing demand beyond that forecasted by adopted City plans and policies are considered significant impacts.

Dwelling Units and Jobs/Housing Balance

Impact

The proposed project will add 526 new dwelling units on presently vacant land which is consistent with maximum buildout figures of vacant land. The majority of the project area's residential neighborhoods are comprised of housing densities at the low end of the 4-8 units per acre scale. Consequently, the potential exists for these under-utilized properties to be redeveloped at higher housing densities.

Implementation of the proposed plan will remove barriers to growth and lead to implementation of the North Sacramento Community Plan. Housing units may be eliminated for redevelopment projects proposed in the project area. The North Sacramento Redevelopment Plan provides for the complete relocation of all persons of low or moderate income and for relocation assistance to all persons displaced by an Agency action. The displacement of existing households is a significant impact which can be mitigated to a level of insignificance through mitigation measure 3. Applicable City policies and requirements which have been incorporated into the proposed project are also provided below.

TABLE U

AVERAGE RENTAL RATES FOR NORTH SACRAMENTO COMMUNITY PLAN AREA

	One-Bedroom	Two-Bedroom	Three-Bedroom
Homes	N/A	$568	$625
Attached Units	$345	$546	$809
Apartments	$295	$437	N/A

Source: Sacramento Bee, Classified Ads, December 8, 1991; and telephone conversation with Sullivan Realty/Century 21-North Sacramento, December 13, 1991.

TABLE V

DWELLING UNITS AND POPULATION IN THE PROJECT AREA

Zone	1975	1980	1985	1986	1987	1988
North Sacramento						
Dwelling Units	13,721	14,532	15,069	15,129	15,229	15,760
Population	33,823	34,560	34,108	36,950	37,949	

Source: "Population & Housing Data By Community Plan Area" City of Sacramento Planning and Development Department, May 1989.

The creation of new housing units will contribute to the number of housing units City-wide. Potential displacement will result in greater demand for housing units in other areas of Sacramento.

An increase in the demand for housing will be created by the addition of 4,086-5,885 new jobs in the project area. The Sacramento General Plan Update EIR (1988) indicates that "(t)he employment generated demand could exceed the projected supply of additional housing at build-out." A January 17, 1991 memo to the City of Sacramento Planning Commission described the General Plan policies and programs related to jobs/housing balance. The memo indicated that a specific jobs/housing ratio has not been adopted by the City at this time.

The State Department of Housing and Community Development report Jobs-Housing Balance dated December 1987 includes a formula for estimating housing demand as follows:

$$\text{number of dwelling units (ideal)} = \frac{\text{total jobs}}{\text{workers per household}} \times (1 + \text{desired vacancy rate})$$

Assumptions: total jobs = 4,078 - 5,885 (refer to Employment section of this EIR)
worker per household = 1.045 based on Neighborhood Census information (average workers per household for neighborhoods)
desired vacancy rate = 2% (SACOG regional housing needs assessment for owner occupied homes)

According to the formula, housing demand would range from 3,980 units to 5,744 units. Some of this demand could be accommodated with the estimated net development of 526 units, accommodation of redevelopment projects, and increased densification on underutilized property.

Despite the proposed number of new units, an insufficient number of housing units will be available in relationship to employment opportunities. New demand will also contribute to a jobs/housing imbalance in the City as a whole. The City of Sacramento General Plan Update EIR (1988) noted that, "the employment-generated demand for housing could exceed the projected supply of additional housing at buildout." The Agency should utilize its 20 percent set-aside tax increment funds to provide for affordable housing within and adjacent to the project area to alleviate impacts to the jobs/housing balance. This should be done with consideration to the location of major employment centers. The jobs/housing imbalance created under this scenario is considered a significant impact which is partially addressed by City policies and requirements CP18 - CP23 which have been incorporated into the proposed project. This impact can be partially mitigated by mitigation measure 3 but remains significant and unavoidable until full implementation of policies and requirements and mitigation measures.

Mitigation Measures

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

City Policies and Requirements

Population and Housing Growth

CP18. Policy 2

It is the policy of the City that adequate housing opportunities be provided for all income households and that projected housing needs be accommodated.

The location of residential land use in relationship to employment centers may be a significant factor in reducing traffic and meeting local housing needs.

General Plan: Residential Land Use Element

CP19. E.3 Since the City is a major employment center, it is expected that housing of many workers will be located within the City. In an effort to minimize commute time, efforts to provide housing opportunities within a reasonable distance of employment centers should be considered.

General Plan: Housing Element

CP20. B.1 Refine and implement a jobs-housing balance policy that provides an adequate supply of housing within reasonable commute distance to meet the needs generated by employment growth. This should be done by requiring that sufficient land for residential uses be planned for upon approval of non-residential development.

CP21. Housing Trust Fund Ordinance: The City requires employers to comply with the City's Housing Trust Fund Ordinance. The justification for fees associated with the Ordinance is based on the

linkage between increased commercial development and the need for low income housing. A requirement of the Ordinance is the construction of new housing within seven miles of the employment site. In-lieu of paying the fee, developers may choose the option of constructing low-income housing.

Redevelopment Plan for the North Sacramento Redevelopment Project Area

CP22. Section 312: No persons or families of low and moderate income shall be displaced unless and until there is a suitable housing unit available and ready for occupancy by such displaced person or family at rents comparable to those at the time of their displacement. Such housing units shall be suitable to the needs of such displaced persons or families and must be decent, safety, sanitary, and otherwise standard dwellings. The Agency shall not displace such persons or families until such housing units are available and ready to occupancy.

Permanent housing facilities shall be made available within three years from the time occupants are displaced. Pending the development of such facilities, there will be available to such displaced occupants adequate temporary housing facilities at rents comparable to those in the community at the time of their displacement.

CP23. Section 314: The Agency shall assist all persons (including individuals and families), business concerns, and other displaced by Agency action in the Project Area in finding other locations and facilities. In order to carry out the Project with a minimum of hardship to persons (including individuals and families), business concerns, and others, if any, displaced from their respective places of residence or business, the Agency shall assist such persons, business concerns and others in finding new locations that are decent, safe, sanitary, within their respective financial means, in reasonably convenient locations, and otherwise suitable to their respective needs. The Agency may also provide housing inside or outside the Project Area for displaced persons.

Vacancy

Impact

The vacancy rate may drop in the project area due to increased housing demand as a result of new employment opportunities. The vacancy rate in the immediately surrounding vicinity, and the City as a whole, could be expected to decrease due to the likelihood of a jobs/housing imbalance in the project area. Impacts associated with vacancy rates are considered less than significant.

Mitigation Measures

None required.

City Policies and Requirements

None applicable.

Housing Costs and Rental Rates

Impact

Precise impacts of the proposed project to housing costs cannot be accurately forecasted due to the inability to predict market changes. Generally, housing costs and rental rates can be expected to rise in conjunction with increased housing demand and declining vacancy rates. As the project area realizes the effects of the proposed Redevelopment Plan, renewed economic vitality may result in gentrification of the residential areas.

Increases in housing costs and rental rates in the project area and City-wide as a result of implementation of the proposed project is a significant impact which is partially addressed by City policies and requirements which have been incorporated into the proposed project. Applicable City policies and requirements are provided below. This impact, however, remains significant and unavoidable.

Mitigation Measures

None applicable.

City Policies and Requirements

City policies and requirements CP18 and CP21 noted above would apply.

CUMULATIVE IMPACTS

Impact

In conjunction with other past, present, and reasonably foreseeable projects, the proposed project will result in the displacement of households.

Due to the proposed increase in commercial office, retail, and industrial space in the City and in the project area, the proposed project, in conjunction with past, present, and reasonably foreseeable projects, would also generate additional demand for housing in the regional and local areas. Some of the impact will be alleviated because of the plan for construction of new residential units. It is anticipated that these units will not meet the demand of the additional employees generated from the proposed project, and may contribute to the City's jobs/housing imbalance. This is considered a significant cumulative impact that can be partially mitigated, but will remain significant and unavoidable until successful implementation of goals, policies, programs, and mitigation measures.

Mitigation Measures

None applicable.

City Policies and Requirements

City policies and requirements CP18 - CP23 noted above would apply.

LEVEL OF SIGNIFICANCE

Impacts to vacancy rates and the creation of new housing units associated with implementation of the proposed project are considered less than significant.

Impacts associated with relocation of households will be less than significant with full implementation of mitigation and the relocation provisions of the proposed project.

The jobs/housing imbalance can be partially mitigated, but remains significant and unavoidable until full implementation of City policies and requirements and mitigation measures.

The potential for increases in housing costs and rental rates is partially addressed by the proposed project, but remains significant and unavoidable.

In conjunction with other past, present, and reasonably foreseeable projects, the proposed project will contribute to a jobs/housing imbalance. This is considered a significant cumulative impact that can be partially mitigated, but will remain significant and unavoidable until full implementation of City policies and requirements and mitigation measures.

TRAFFIC AND CIRCULATION

TRAFFIC AND CIRCULATION

INTRODUCTION

The following description of traffic and circulation conditions in the proposed project area is based on a traffic analysis prepared by MKK Transportation. Traffic model data was supplied by Dowling Associates. MKK's full report is included in Appendix D of this EIR.

The existing circulation system in the area is described in terms of the streets, highways and transit system. Existing parking conditions in the area are also documented. An evaluation of the potential impacts of the proposed project is presented and mitigation measures to reduce the traffic and circulation impacts are discussed.

EXISTING CONDITIONS

Existing Street System

Regional access to the project area is provided by State Route 160 (SR 160) which passes through the southern portion of the project area. SR 160 is a four-lane freeway through the project area with no full access interchanges. However, partial access interchanges exist at Del Paso Boulevard, Canterbury Lane and Royal Oaks Drive. SR 160 connects to Business 80 (State Route 51) east of the project area.

Business 80 provides a connection from I-80 to the north and Highway 50 south of the downtown area. East-west arterials in the project area have full-access interchanges with Business 80 at Arden Way and El Camino Avenue. Marconi Avenue at the north edge of the project area also has an interchange with Business 80. Interstate 80 (I-80) passes north and outside of the project area. Two interchanges with Norwood Avenue and Marysville/Raley Boulevard provide connections to I-80 north of the project area.

As shown in the North Sacramento Community Plan, the following are major streets in the project area.

- Arden Way
- El Camino Avenue
- Del Paso Boulevard
- Rio Linda Boulevard
- Arcade Boulevard from Business 80 to Del Paso Boulevard

The project area has limited access to the west to the South Natomas community due to the physical constraints of the Natomas East Main Drainage Canal and the Union Pacific

railroad tracks. The only roadway connections over these constraints between I-80 and the American River are El Camino Avenue and Silver Eagle Road as well as an indirect connection using Del Paso Boulevard to Northgate.

Arden Way is a four-lane arterial with traffic signals at Del Paso Boulevard, Royal Oaks Drive/Beaumont and Evergreen within the project area, and it extends to a full-access interchange with Business 80 east of the project area. West of Del Paso Boulevard, Arden Way is not developed to arterial standards. However, an element of North Sacramento Community Plan and the City of Sacramento General Plan proposes extending Arden Way to connect with Garden Highway in the South Natomas Community.

El Camino Avenue is a major east-west arterial through the project area with a cross-section that varies from two lanes to four lanes. No expansion of El Camino Avenue is proposed as part of the General Plan or the Community Plan, as residences and businesses which border it preclude expansion.

Del Paso Boulevard is a four-lane arterial from SR 160 to its intersection with Marysville Boulevard. East of Marysville Boulevard, Del Paso Boulevard continues as a two-lane roadway, and is the boundary of the proposed project area.

Rio Linda Boulevard is a north-south arterial at the north edge of the project area that intersects with Lampasas and El Camino Avenue.

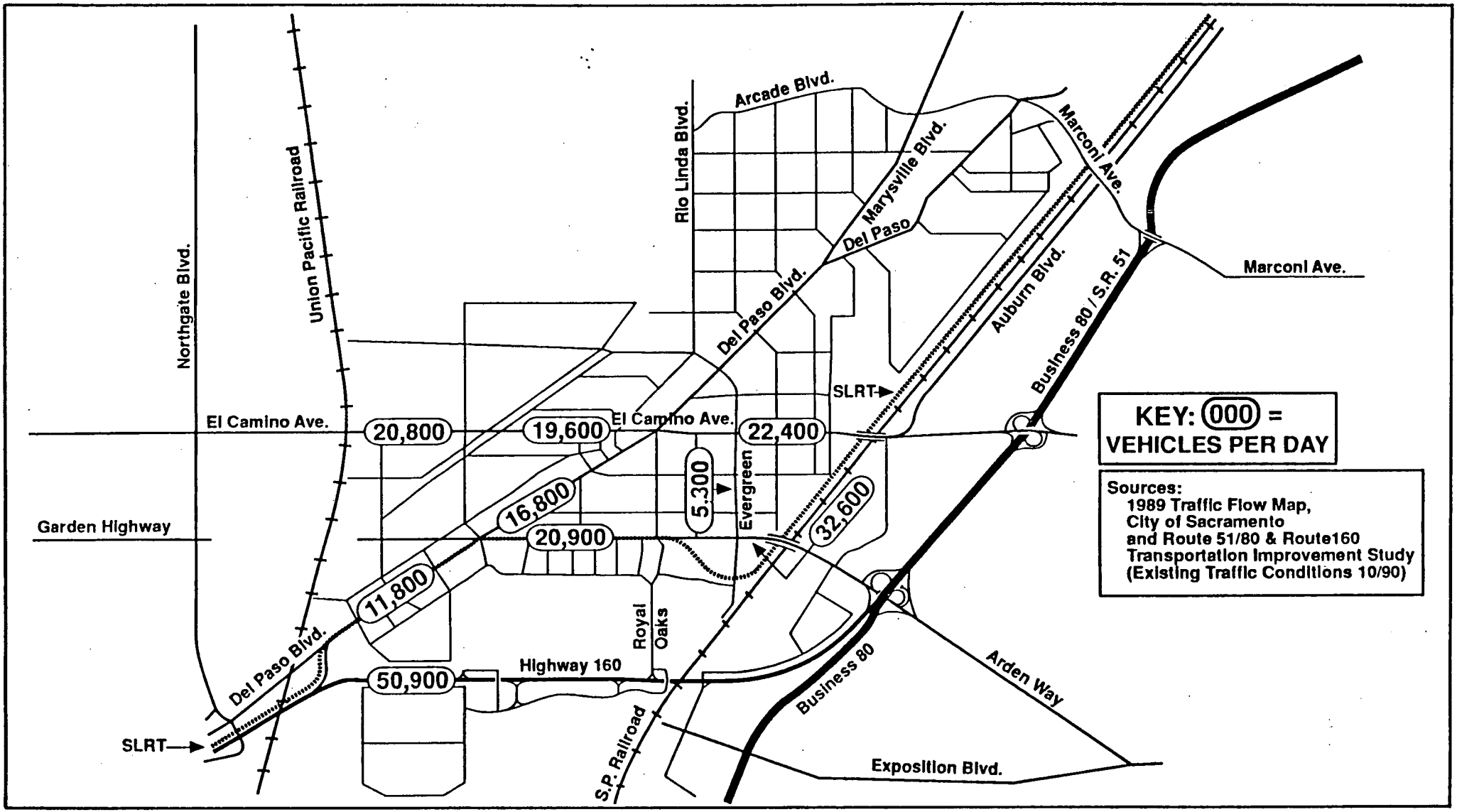
Arcade Boulevard is a two-lane street in the northeast corner of the project area that connects over the Southern Pacific railroad tracks to Marconi Avenue.

At present, Royal Oaks Drive serves as a major access from Arden Way to SR 160, although not designated as such in the Community Plan. Royal Oaks Drive is a 2-lane street, with on-street parking, that connects SR 160 to Arden Way. No daily traffic count data was available for Royal Oaks Drive from the City of Sacramento's Traffic Flow Map. However, from peak hour intersection data, it is estimated that Royal Oaks Drive carries from 5,000 to 7,000 vehicles per day. The proposed extension of Evergreen Street would serve as an alternate route for the traffic that is currently using Royal Oaks Drive.

Exhibit 12 shows the existing street system as well as the existing daily traffic volumes in the area. Exhibit 13 shows peak hour volumes at key intersections. The peak hour traffic counts are a combination of data from a previous City of Sacramento study conducted in April, 1990 and traffic counts that were conducted in November, 1991 for the proposed project.

Existing Transit Service

Transit service to the project area is provided by Sacramento Regional Transit District (RT). The project area is served by a number of bus routes and the RT Metro Light Rail System.



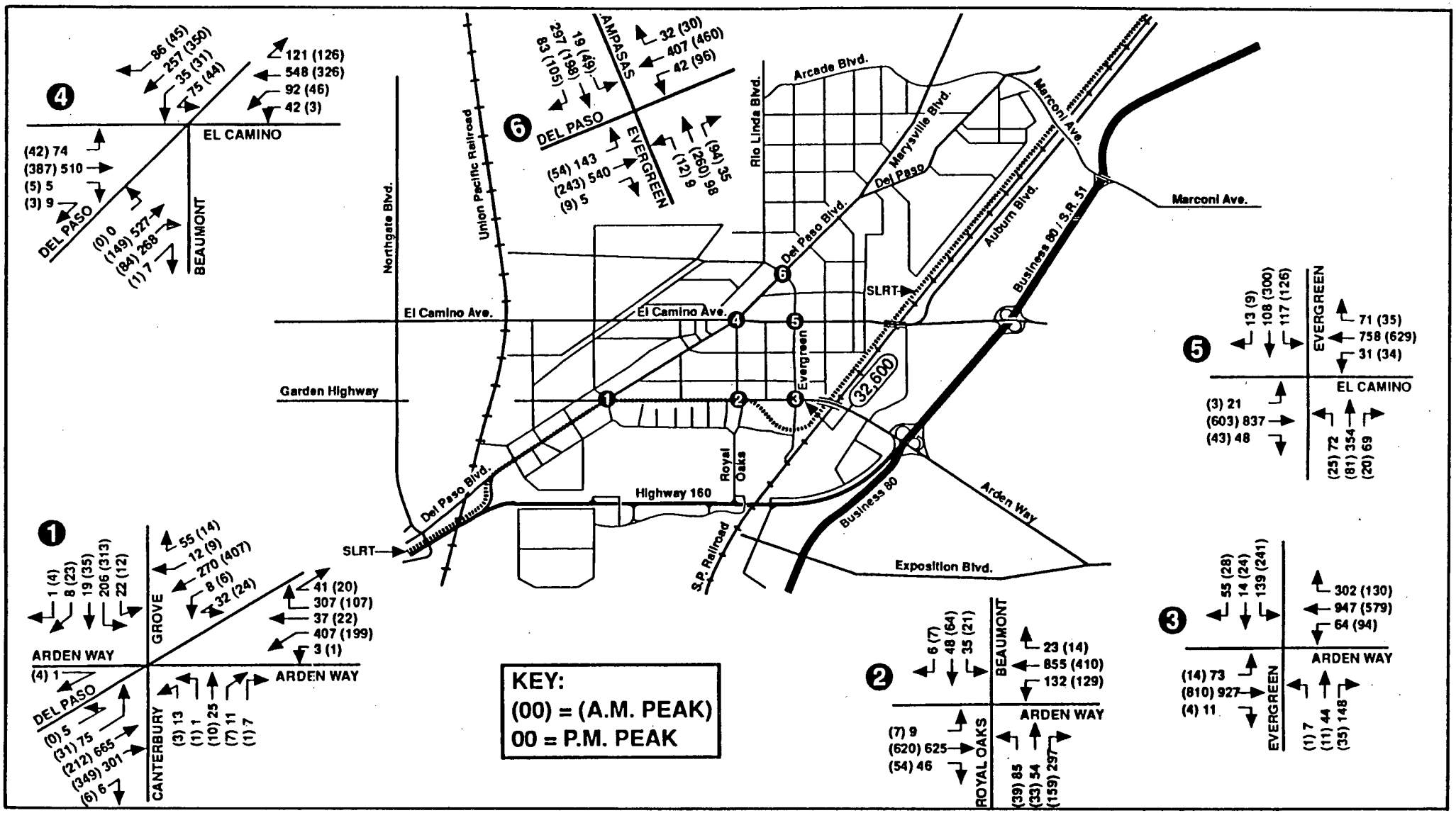
Source: MKK Transportation

EXISTING AVERAGE DAILY TRAFFIC VOLUMES

NORTH SACRAMENTO REDEVELOPMENT PLAN EIR
Sacramento Housing and Redevelopment Agency

STA inc.
no scale

Exhibit 12



Source: MKK Transportation

EXISTING PEAK HOUR INTERSECTION VOLUMES

NORTH SACRAMENTO REDEVELOPMENT PLAN EIR
Sacramento Housing and Redevelopment Agency

STA inc.
no scale

Exhibit 13

The Light Rail system enters the project area along Del Paso Boulevard from the median of Highway 160, then turns to parallel Arden Way, continuing on to run along the west side of the Southern Pacific Railroad tracks. Five stations on this light rail line serve the project area: Globe; Arden/Del Paso; Royal Oaks; Swanston; and Marconi Arcade. Three of these RT Metro Stations provide parking for the transit riders: Marconi Arcade, with 280 spaces; Swanston, with 260 spaces; and Arden/Del Paso, with 59 spaces.

The bus system provides extensive transit service to the area. Local routes 15, 19, 20, 22, 23, 25, 87 and 88 serve the area, and these routes connect to the Light Rail system at the stations described above. Route 29 to Arden/Del Paso Light Rail Station provides peak period service from Carmichael, and Routes 48 and 49 provide peak period service to the Marconi Arcade station.

Existing Traffic Operations

Roadway capacity is generally limited by the ability to move vehicles through intersections. The relative traffic impact on intersection operation is determined using the intersection volume to capacity (V/C) method of analysis. The V/C method results in a numeric value representing the percentage of signal green time required to accommodate intersection traffic with a given number of traffic lanes. To establish a base condition for impact evaluation, the V/C is calculated for existing traffic conditions during a.m. and p.m. hours at subject intersections. The V/C percentage ratio is used to determine the Level of Service (LOS) of a roadway facility under certain conditions.

Level of Service is a qualitative measure of traffic operating conditions whereby a letter grade "A" through "F" is assigned to an intersection or street segment. Table W provides information on volume to capacity ratios and how these are translated into Level-of-Service categories with "A" representing uncongested operations and "F" representing extreme congestion with stop-and-go operation.

The City of Sacramento attempts to achieve a LOS "C" (a V/C at or below 0.80) or better on City streets and intersections. Streets where conditions are LOS "D", "E" or "F" are considered to be adversely affected and mitigation measures are required.

The key intersections shown in Exhibit 13 have been evaluated to assess existing traffic operations in the project area. Table X summarizes existing Level-of-Service during the a.m. and p.m. peak hours at the key intersections in the project area.

The intersections analyzed in the project area generally operate at acceptable levels-of-service with the exception of the intersection of Arden Way/Del Paso Boulevard/ Grove/Canterbury Road. The Arden/Del Paso/Grove/Canterbury intersection is currently operating at LOS "E" during the p.m. peak hour. This poor level-of-service is caused by the traffic signal phasing requirements of operating an intersection with six approaches that also must incorporate signal pre-emption for the Light Rail trains. Significant queues of traffic

TABLE W

INTERSECTION LEVEL-OF-SERVICE DEFINITIONS

LEVEL OF SERVICE	SIGNALIZED INTERSECTION	UNSIGNALIZED INTERSECTION
A	Uncongested operations, all queues clear in a single-signal cycle V/C≤ 0.60	Little or no delay
B	Uncongested operations, all queues clear in a single cycle V/C = 0.61 - 0.70	Short traffic delays
C	Light congestion, occasional backups on critical approaches V/C = 0.71 - 0.80	Average traffic delays
D	Significant congestion of critical approaches but intersection functional. Cars wait through more than one cycle during short peaks. No long queues formed. V/C = 0.81 - 0.90	Long traffic delays
E	Severe congestion with some long standing queues on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements. Traffic queue may block nearby intersection(s) upstream of critical approach(es). V/C =0.91 - 1.00	Very long traffic delays, failure, extreme congestion.
F	Total breakdown, stop and go operation. V/C > 1.00	Intersection blocked by external causes.

Source: Highway Capacity Manual.

TABLE X

EXISTING TRAFFIC OPERATIONS

INTERSECTION	A.M. PEAK HOUR		P.M. PEAK HOUR	
	LOS*	V/C**	LOS*	V/C**
Arden Way/Del Paso/Grove/ Canterbury	C	0.76	E	0.97
Arden Way & Royal Oaks/Beaumont	A	0.53	B	0.64
Arden Way & Evergreen	A	0.60	C	0.78
El Camino & Del Paso	A	0.34	B	0.64
El Camino & Evergreen	A	0.4	B	0.68
Del Paso & Evergreen/Lampasas	A	0.2	A	0.48

Source: MKK Transportation.

* = Level of Service
** = Volume to Capacity Ratio

can develop on westbound Arden Way and Del Paso Boulevard when Light Rail trains are passing through the intersection. Although the intersection of El Camino Avenue and Del Paso Boulevard is currently operating at an acceptable Level of Service, El Camino Avenue outside of the proposed project area currently operates at very congested levels of service during peak hours. Outside of the project area, El Camino Avenue narrows to a two-lane cross section west of Del Paso Boulevard and continues as a two-lane street crossing the railroad tracks and the drainage canal to South Natomas.

The average daily traffic on this roadway segment is in excess of 20,000 vehicles per day. As documented in the 1987 EIR for the City's General Plan Update, a generally acceptable capacity for such a two lane street is 12,000 to 15,000 vehicles per day. A recent study for the Public Works Department by Dowling Associates documented LOS "D" at the intersection of El Camino Avenue/Grove Street, and in the South Natomas Community the study documented LOS "E" at El Camino Avenue and Northgate Boulevard.

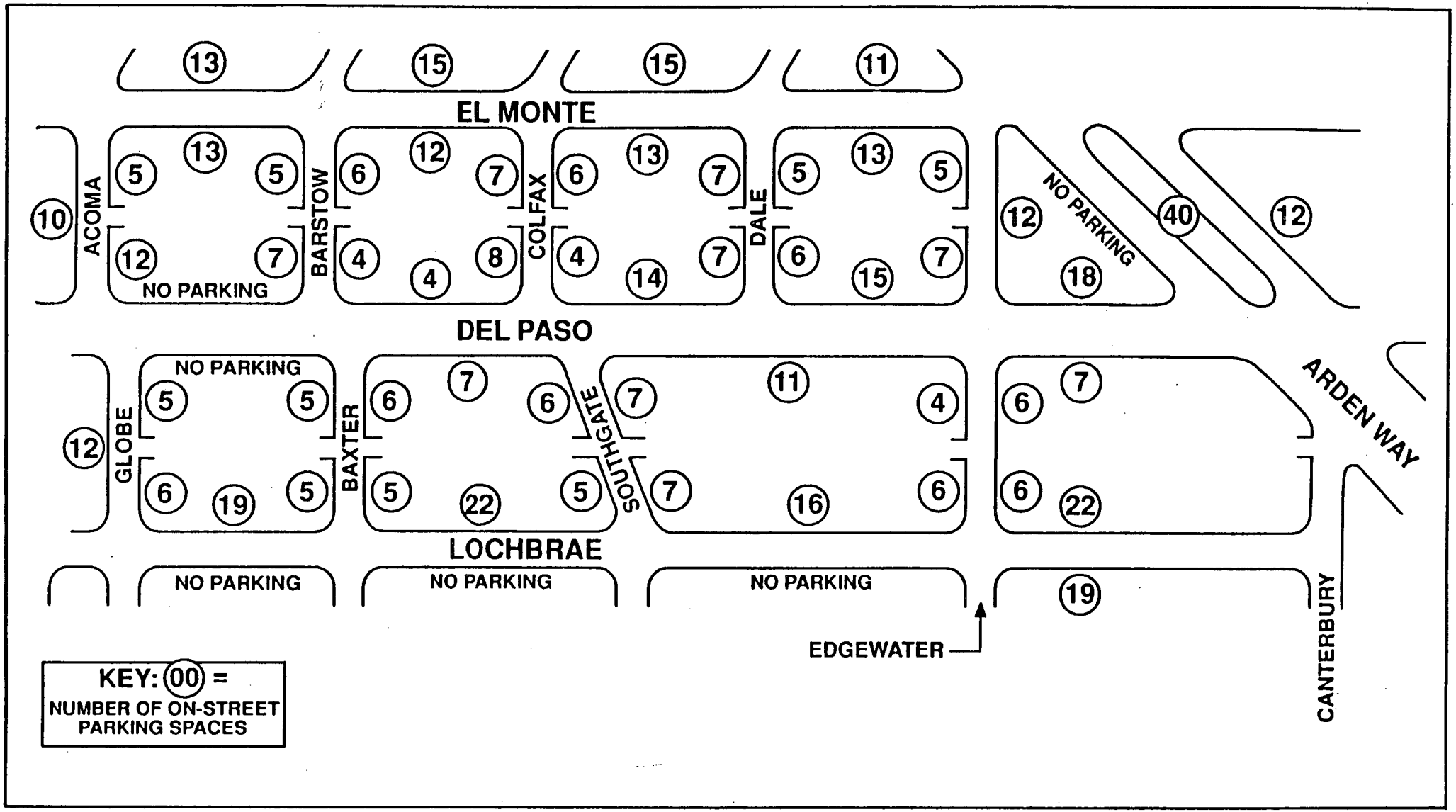
Existing Parking

The "Preliminary Report on the Proposed Redevelopment Plan for the North Sacramento Redevelopment Project Area", prepared by Katz Hollis, Inc. in November of 1991, proposed the construction of parking at three locations along Del Paso Boulevard between Globe and Arden Way. The most recent parking study in this area was conducted in March, 1986 for the City's Parking Division. (Del Paso Boulevard Parking Study by TJKM Transportation Consultants) Since this 1986 report documented parking conditions before the light rail system opened, a parking survey was conducted in order to have more recent parking data. The parking was surveyed in the area surrounding the three parking proposals in the Preliminary Report. Boundaries of the parking survey area were: Acoma Street / Globe Street; Lochbrae Road; Canterbury Road; Arden Way; and El Monte Avenue.

The utilization of the parking supply in the area was inventoried over a three day period from Tuesday, December 10, 1991 through Thursday, December 12, 1991. The number of parking spaces occupied was recorded at regular intervals throughout the day. The data from this parking survey is included in the complete evaluation in Appendix D.

On Street Parking

The on-street spaces currently available total 545 spaces in the area studied. The majority of these spaces (505) are parallel parking along the curbs with approximately 40 spaces utilized in the median area of Arden Way west of Del Paso Boulevard. Of the parallel curb parking spaces, 416 are unrestricted. The 76 spaces along Del Paso Boulevard have 74 spaces with two-hour parking limits and two spaces with 15-minute limits. Two other spaces with 15-minute time limits are located along Colfax Street. Eleven spaces for loading zones were counted in the area. These findings are shown in Exhibit 14.



Source: MKK Transportation

AVAILABLE PARKING SUPPLY ON-STREET SPACES

NORTH SACRAMENTO REDEVELOPMENT PLAN EIR
Sacramento Housing and Redevelopment Agency

STA inc.
no scale

Exhibit 14

The highest utilization of these on-street spaces occurs around midday. Also, some of the on-street parking around the Globe light rail station does appear to be utilized by light rail passengers. However, the on-street parking is not 100 percent utilized immediately adjacent to the Globe Station.

Off Street Parking

Off-street parking for the area bounded by Arden Way, El Monte Avenue, Globe Street/Acoma Street and Lochbrae Street was included in the parking survey. The principal off-street lots in the area were included in the parking inventory. Total off-street parking is 664 spaces, with the majority of spaces (460) located between Del Paso Boulevard and Lochbrae Street. These off-street lots are a mix of parking for individual business and lots available for general public use. Some unimproved lots appear to be used by the public on an unauthorized basis. A 59-space parking lot is also located at the Arden/Del Paso Light Rail Station, generally outside of the business core along Del Paso Boulevard.

Parking occupancy data was collected only for the off-street lots that were available for use by the general public. Lots reserved for use by a particular business or residential unit were not counted during the occupancy survey. However, the overall number of public and private spaces is shown in Exhibit 15.

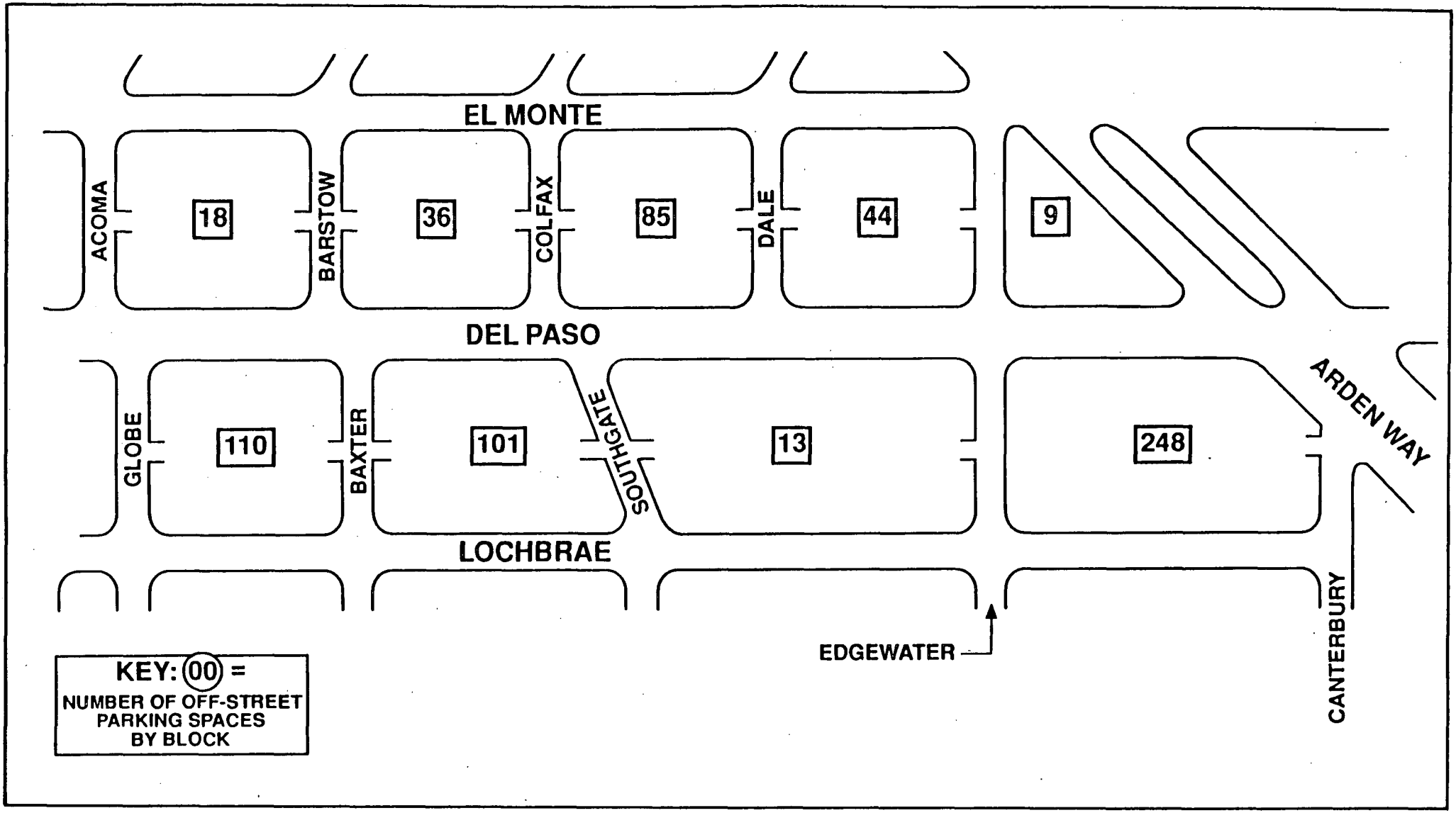
The parking lots available around the two light rail stations were evaluated to determine if commuters are using these lots to avoid parking costs in the downtown area. Information on the lots generally available to the transit passengers at the Globe and Arden/Del Paso light rail stations is listed in Table Y. Of the four parking areas considered, only the lot at Del Paso Boulevard and Globe Avenue on the southeast corner experiences a near-capacity parking level.

IMPACTS AND MITIGATION

Under CEQA, increases in traffic which are substantial in relation to the load and capacity of the street system are significant impacts. For purposes of this EIR, conflicts with traffic standards and planned circulation improvements are also considered significant. The traffic standards for the City of Sacramento defines a V/C ratio greater than .80 (LOS C) as a significant impact. Additionally, for existing intersections at .80 or LOS "C" the Transportation Division considers a 0.2 increase to the level of service "C" intersections to also be a significant impact.

Potential Land Use Changes

The proposed project may encourage additional development in the residential, industrial and commercial sectors. Estimates were developed by the Agency of the new development that may occur with the proposed project. This new development under the proposed project will necessarily involve the recycling of existing properties. Therefore, for the



Source: MKK Transportation

AVAILABLE PARKING SUPPLY OFF-STREET SPACES

NORTH SACRAMENTO REDEVELOPMENT PLAN EIR
Sacramento Housing and Redevelopment Agency

STA inc.
no scale

Exhibit 15

TABLE Y

PRINCIPAL OFF-STREET PARKING LOTS

LOCATION	NUMBER OF SPACES AVAILABLE	PERCENT OCCUPIED 9 a.m.
DEL PASO & GLOBE (SOUTHEAST CORNER)	18	94%
DEL PASO & GLOBE (NORTHEAST CORNER)	40	68%
DEL PASO & BAXTER (SOUTHEAST CORNER)	38	11%
ARDEN-DEL PASO LIGHT RAIL STATION (NORTH OF CANTERBURY ROAD/WOODLAKE DRIVE)	59	14%

Source: MKK Transportation.

purposes of this traffic analysis, only the net new development figures were used as data for traffic generation assumptions.Net new development for the project area could include an estimated 540,000 square feet of office use, 1,277,100 square feet of labor-intensive industrial land use, and 37,890 square feet of retail land use. Net new residential development could include 59 single family dwelling units and 467 multi-family dwelling units. Buildout of the uses as described above is anticipated to occur within 15 years.

Proposed Street System

The circulation improvements assumed in the roadway network for the proposed plan are as follows:

1) Connection of Arden Way to Garden Highway (Arden-Garden Connector);

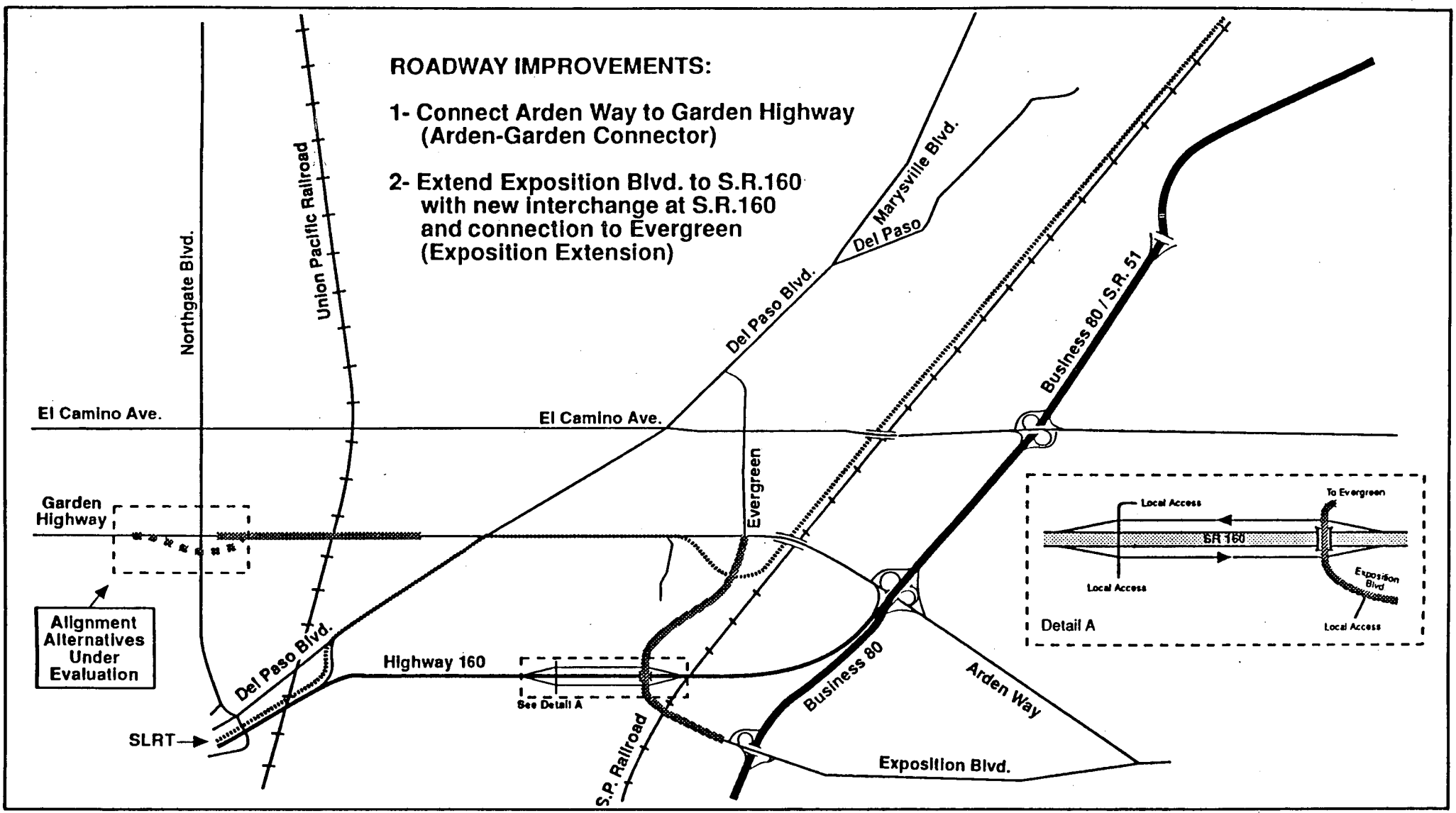
2) Extension of Exposition Boulevard to State Route 160 with construction of a new full access interchange to replace the existing Royal Oaks interchange; and

3) Extension of Evergreen Street to State Route 160 to connect with the new Exposition/SR 160 interchange (Evergreen Extension).

The assumed circulation system for the proposed project is presented in Exhibit 16.

The Public Works Department at the City currently has several on-going studies that will help determine the timing and financing of these three circulation system improvements. An EIR was prepared for the Arden-Garden Connector in 1985-86, but the Connector is currently undergoing further environmental review to develop an EIR/EIS document. Some traffic and feasibility studies have been accomplished as part of this environmental review for Arden-Garden, but no reports are currently available from that effort. For the Exposition Extension, the Public Works Department is working with the California Department of Transportation (Caltrans) to develop a Project Study Report (PSR) for the proposed interchange with SR 160. This PSR is not currently available, but may become available in the near future. Detail A on Exhibit 16 shows the general configuration of the proposed split diamond interchange that is being evaluated. The proposed Evergreen Extension would tie into this interchange to provide the major roadway connection between Arden Way and SR 160. The interchange will replace the existing buttonhook ramp connections along SR 160 at Canterbury Road and Royal Oaks Drive. For the Evergreen Extension, Public Works has a consultant under contract for engineering feasibility studies, but no results are available from this study.

Traffic projections were developed for the proposed project with the complete system of circulations improvements as well as two alternative circulation systems. The following are the alternatives:



Source: MKK Transportation

CIRCULATION SYSTEM FOR PROPOSED PROJECT

NORTH SACRAMENTO REDEVELOPMENT PLAN EIR
Sacramento Housing and Redevelopment Agency

STA inc.

no scale

Exhibit 16

Alternative 1: Construction of the Exposition Extension and the Evergreen Extension, but NO Arden-Garden Connector.

Alternative 2: Construction of the Arden-Garden Connector and the Evergreen Extension, but NO Exposition Extension.

Proposed Transit Access Improvements

Improvements to transit access are also under consideration in the project area. Regional Transit has proposed the following improvements for access to light rail stations serving the area:

1) Marconi-Arcade Walkway/Overcrossing;

2) Swanston Station Walkway/Overcrossing; and

3) Swanston Station Commuter Rail Station Platform.

The Marconi-Arcade Walkway/Overcrossing would provide a connection over the Southern Pacific Railroad tracks to the residential area between Auburn Boulevard and Business 80. At present, pedestrians cross the railroad tracks at grade and pass through fenced areas. This project could help improve pedestrian access to the existing light rail station, but not for areas that are included in the project area. At present, the proposal for this overcrossing is to provide a pedestrian connection at both ends of the existing roadway structure for Marconi Avenue over the railroad tracks.

The Swanston Station Walkway/Overcrossing is planned to provide a connection over the Southern Pacific Railroad tracks to the office/commercial developments that are being constructed along Harvard Street between Arden Way and El Camino Avenue. This project will provide better pedestrian access to the Swanston Light Rail Station from this office/commercial area and can also provide a pedestrian access corridor for the residences east of Evergreen between Arden Way and El Camino.

The third proposal would provide a Commuter Rail Station Platform at the site of the existing Swanston Light Rail Station. Inter-city trains currently only stop at downtown Sacramento, and this Commuter Rail Station Platform proposal would provide a second stop for the Sacramento area.

Future Traffic Operations

Future traffic operations were analyzed for scenarios that ranged from Existing Plus Proposed Project to 2010 traffic projections for cumulative growth scenarios. Traffic projections were developed using the regional travel demand model from the Sacramento Area Council of Governments (commonly referred to as the SacMet model).

The Model uses a four-step process to produce these future estimates, consisting of the following steps:

- **Trip generation:** This initial step translates land use quantities into person trip ends using trip generation rates for each land use category established during model calibration.

- **Trip distribution:** This step locates the origin and destination of each person trip.

- **Mode choice:** This step estimates how may trips will be made by people driving alone, how many by ridesharers, and how many by public transit.

- **Trip assignment:** This final step assigns travel routes for the projected trips and yields estimates of how much traffic will be on each street and highway in the network of the model.

The base year conditions for this model reflect land use and circulation system assumptions for 1989. The appropriate land use and network changes were determined and coding changes were made in the model to analyze the scenarios described below.

Existing Conditions with Proposed Project

Methodology

In order to evaluate an "Existing Plus Project" scenario, the proposed land use changes for the Redevelopment Plan were translated into the appropriate employment and dwelling unit assumptions for the SacMet Traffic Model. For this "Existing Plus Project" scenario, the land uses were revised from the 1989 base conditions for only those traffic zones of the project area. Land use assumptions for all other traffic zones outside of the project area were not changed from the 1989 base conditions. The roadway network for the 1989 base year SacMet model was revised to include the circulation system changes of the Arden-Garden Connector, Exposition Extension and the Evergreen Extension, per the project description. The model was then used to predict vehicles per day on the principal roadways in the project area for "Existing Plus Project" conditions.

Projected a.m. and p.m. peak hour turning movements for the "Existing Plus Project" Scenario were then developed. These projected turning movements were used to calculate projected levels of service at the intersections for existing plus project conditions. Table Z provides the projected peak hour levels of service for the identified intersections.

TABLE Z

PROJECTED TRAFFIC OPERATIONS FOR EXISTING CONDITIONS PLUS PROPOSED PROJECT

INTERSECTION	A.M. PEAK HOUR		P.M. PEAK HOUR	
	LOS*	V/C**	LOS*	V/C**
Arden Way/Del Paso/Grove/ Canterbury	F	1.30	F	1.52
Arden Way & Royal Oaks/Beaumont	A	0.56	B	0.67
Arden Way & Evergreen	D	0.86	E	0.99
El Camino & Del Paso	A	0.36	C	0.78
El Camino & Evergreen	A	0.48	C	0.75
Del Paso & Evergreen/Lampasas	A	0.25	A	0.50

Source: MKK Transportation.

* = Level of Service
** = Volume to Capacity Ratio

Impact

For the "Existing Plus Project" scenario, Level of Service deteriorates at the Arden and Del Paso and Grove intersection from "C" to "F" during the a.m. peak hour, and "E" to "F" during the p.m. peak hour. The geometric assumption for this LOS calculation was that all six approaches to the intersection continue to operate. Also, it was assumed that the new approach to this intersection for the Arden-Garden Connector would have two through lanes with a single left turn lane and a right turn lane for eastbound traffic. In addition, it was assumed that the capacity for motor vehicle movements is decreased by the signal pre-emption required for Light Rail trains.

Because the LOS is controlled by the unusually large number of approaches, one means of improving the LOS is to consider diverting the Grove and Canterbury approaches. Diverting traffic from these two streets will most likely cause this traffic to use alternate streets to approach the Arden Way/Del Paso Boulevard intersection. The consequence of possible additional traffic on other streets in the area is currently being evaluated by the City of Sacramento Public Works Department in the feasibility and environmental studies for the Arden-Garden Connector. Results of these studies are not currently available.

The projected Level of Service also deteriorates from the existing "A" to "D" at the intersection of Arden Way and Evergreen Street for the "Existing Plus Project" scenario. During the p.m. peak hour, this intersection experiences an increase in V/C of .27 over the existing condition, and a change in Level of Service from "C" to "E". Provision of adequate turn lanes on the Evergreen Street approaches would provide sufficient capacity to achieve LOS "C" at this intersection. The feasibility of providing these turn lanes is not known and will have to be investigated by the City Public Works Department during the engineering feasibility studies for the Evergreen Extension. These impacts can be partially mitigated with implementation of mitigation measures 5-7 and compliance with City policies and requirements, but remain significant and unavoidable.

Mitigation Measures

5. Prior to the issuance of a building permit for any new non-residential development in the North Sacramento Redevelopment Plan area, a Transportation System Management (TSM) program shall be prepared and submitted in compliance with the City of Sacramento Ordinance 88-083. The program shall include a discussion and analysis of basic facilities and services that encourage the use of alternative commute modes by 35 percent of future tenants of proposed projects.

6. Through the project and environmental review process, the City of Sacramento and the Sacramento Housing and Redevelopment Agency shall consider and encourage transit oriented development (TOD) in accordance with TOD Guidelines, particularly in the Special Planning Districts as identified in the North Sacramento Community Plan.

7. As specific site development proposals are submitted in the North Sacramento Redevelopment Plan area, the Public Works Department at the City of Sacramento shall be consulted to determine if site specific transportation impacts may occur with the specific development proposal.

City Policies and Requirements

The City of Sacramento Developer Transportation System Management (TSM) Ordinance (80-083)

CP24. Require developers, including the Redevelopment Agency of the City of Sacramento, to prepare and submit a Transportation System Management plan to the City of Sacramento prior to the issuance of a building permit for a new development. The plan must include a discussion and analysis of basic facilities and services that encourage the use of alternative commute modes by 35 percent of future tenants of proposed projects.

City of Sacramento General Plan: Circulation Element

CP25. TSM, A.2: Support actions/ordinances/development agreements that reduce peak hour trips.

CP26. Transit, A.2: Consider requiring developers of employment centers needing mitigation of negative transportation impacts to support light rail or bus transit improvements.

CP27. Pedestrianways, Goal A: Increase the use of pedestrian mode as a mode of choice for all areas of the City.

CP28. Bikeways, A.2: Major employment centers (50 or more total employees) to install showers, lockers, and secure parking areas for bicyclists as part of any entitlement.

Impact

During the p.m. peak hour the intersections of El Camino/Del Paso and El Camino/Evergreen experience a change in the Level of Service from "B" to "C" under the proposed project. However, in each instance the V/C falls below the City standard. Impacts to these intersections are considered less than significant.

Mitigation Measures

None required.

City Policies and Requirements

None applicable.

Future Parking Conditions

Potential parking proposals have been identified by the Parking Section of the Transportation Division in the City of Sacramento Public Works Department. The possible sites are as follows:

1. 1000 Block of Del Paso Boulevard at Globe Avenue;

2. Existing City Parking lot L-3, Del Paso Boulevard and Baxter Avenue; and

3. Del Paso Boulevard at Edgewater.

Impact

No specific designs have been proposed for any of the potential parking sites. Very general cost estimates were developed for the sites that assumed potential 800-space parking garages. No feasibility studies have been prepared for a garage on any of these sites, and no design or engineering studies have been prepared. Any discussion of impacts of these parking proposals would be speculative at this point. On a general level, however, when designs are developed for parking along Del Paso Boulevard, entrance and exit points must be carefully designed to minimize impacts with the Light Rail operations on Del Paso Boulevard. Parking should be provided at locations where proposed Redevelopment projects cannot provide sufficient parking on-site, and on-street parking is already heavily utilized. In the vicinity of light rail stations, provision of parking in excess of the minimum requirements, should be carefully evaluated to be consistent with transit use. City policies and requirements CP24 - CP28 have been incorporated into the project to partially address parking impacts. Potential impacts to parking can be partially mitigated with implementation of mitigation measures 6 and 7, but remain significant and unavoidable.

Mitigation Measures

Refer to Mitigation Measures 6 and 7.

City Policies and Requirements

City policy and requirement CP24 - CP28 noted above will also apply.

CUMULATIVE IMPACTS

2010 Cumulative Traffic Projections with Proposed Project

The 2010 land use assumptions by traffic zone in the SacMet model were revised to reflect the potential net new development for the North Sacramento Redevelopment Plan. In addition, to assure consistency with on-going studies for the Redevelopment Plan of the Richards Boulevard area, the 2010 land use assumptions were also revised to reflect the currently proposed Richards Boulevard Redevelopment Plan. These land assumptions are detailed in the full evaluation in Appendix B.

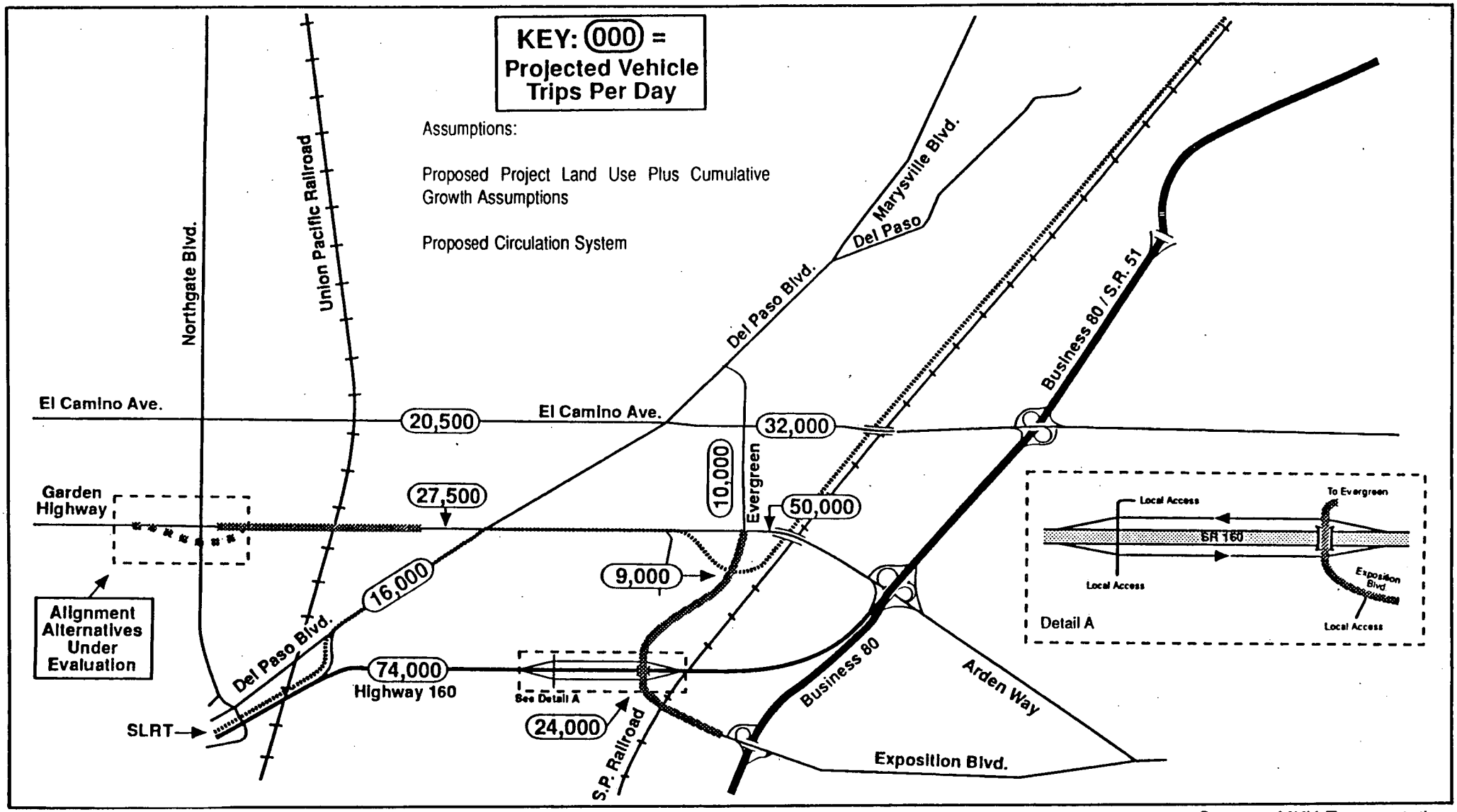
The traffic projections for the number of vehicles per day on the principal roadways in the project area were then developed for the future study year of 2010. Average daily traffic projections for the proposed project in 2010 are presented in Exhibit 17. The circulation system alternatives were also analyzed for the 2010 study year, and the traffic projections are presented in Exhibits 30 and 32 in the Alternatives section.

Implementation of the proposed project along with cumulative development will result in V/C ratios that reflect very poor levels of service during peak hours at most of the intersections analyzed in the project area under cumulative conditions. During the p.m. peak hour, all intersections with the exception of Arden Way and Royal Oaks Street/Beaumont Street are projected to experience a level of service below the City of Sacramento standard of LOS "C".

The average daily traffic projections were used to develop projected a.m. and p.m. peak hour turning movements at the intersections where existing conditions were also evaluated. The peak hour turning movements were used to calculate projected future level of service for the intersection evaluated in the proposed area. The projected levels of service are summarized in Tables AA and BB. Table CC contains projected levels of service for existing conditions, existing plus project and 2010 cumulative conditions with the project.

Impact

The most severe traffic impacts are shown by the projected Level of Service at the Arden Way/Del Paso Boulevard intersection which remains at LOS "F" under the Proposed Project. For this analysis, it was assumed that the new approach to this intersection for eastbound Arden Way would have two through lanes with a single left turn lane and one right turn lane, and that all other approaches maintained the geometry of existing conditions. In addition, it was assumed that the capacity for motor vehicle movements is decreased by the signal pre-emption for light rail trains.



Source: MKK Transportation

2010 PROJECTED TRAFFIC VOLUMES

NORTH SACRAMENTO REDEVELOPMENT PLAN EIR
Sacramento Housing and Redevelopment Agency

STA inc.
no scale

Exhibit 17

TABLE AA

PROJECTED CUMULATIVE TRAFFIC OPERATIONS FOR 2010 P.M. PEAK HOUR

INTERSECTION	PROPOSED PROJECT		ALTERNATIVE 1 (No Arden-Garden Extension)		ALTERNATIVE 2 (No Exposition Extension)	
	LOS*	V/C**	LOS*	V/C**	LOS*	V/C**
ARDEN WAY/ DEL PASO/GROVE/ CANTERBURY	F	2.18	F	1.74	F	2.09
ARDEN WAY & ROYAL OAKS/BEAUMONT	C	0.71	B	0.61	E	0.93
ARDEN WAY & EVERGREEN	F	1.44	F	1.35	F	1.96
EL CAMINO & DEL PASO	E	0.93	F	1.06	F	1.03
EL CAMINO & EVERGREEN	D	0.88	F	1.01	E	0.92
DEL PASO & EVERGREEN/ LAMPASAS	D	0.81	D	0.81	D	0.81

Source: MKK Transportation.

* = Level of Service
** = Volume to Capacity Ratio

TABLE BB

PROJECTED CUMULATIVE TRAFFIC OPERATIONS FOR 2010
A.M. PEAK HOUR

INTERSECTION	PROPOSED PROJECT		ALT. 1 (No Arden-Garden Connector)		ALT. 2 (No Exposition Extension)	
	LOS*	V/C**	LOS*	V/C**	LOS*	V/C**
ARDEN WAY/DEL PASO/GROVE/ CANTERBURY	F	1.70	F	1.36	F	1.63
ARDEN WAY & ROYAL OAKS/BEAUMONT	A	0.59	A	0.50	C	0.73
ARDEN WAY & EVERGREEN	F	1.11	F	1.04	F	1.51
EL CAMINO & DEL PASO	A	0.49	A	0.56	A	0.55
EL CAMINO & EVERGREEN	A	0.52	A	0.59	A	0.54
DEL PASO & EVERGREEN/ LAMPASAS	A	0.34	A	0.34	A	0.34

Source: MKK Transportation.

* = Level of Service
** = Volume to Capacity Ratio

TABLE CC

COMPARISON OF PEAK HOUR TRAFFIC OPERATIONS

INTERSECTION	TIME	EXISTING PEAK HOUR		EXISTING PLUS PROPOSED PROJECT PEAK HOUR		CUMULATIVE FOR 2010					
						PROPOSED PROJECT PEAK HOUR		ALT. 1 PEAK HOUR		ALT. 2 PEAK HOUR	
		LOS*	V/C**	LOS*	V/C*	LOS*	V/C**	LOS*	V/C**	LOS*	V/C**
Arden Way/Del Paso/	AM	C	.76	F	1.30	F	1.70	F	1.36	F	1.63
Grove/Canterbury	PM	E	.97	F	1.52	F	2.18	F	1.74	F	2.09
Arden Way & Royal	AM	A	.53	A	.56	A	.59	A	.50	C	.73
Oaks/Beaumont	PM	B	.64	B	.67	C	.71	B	.61	E	.93
Arden Way & Evergreen	AM	A	.60	D	.86	F	1.11	F	1.04	F	1.51
	PM	C	.78	E	.99	F	1.44	F	1.35	F	1.96
El Camino & Del Paso	AM	A	.34	A	.36	A	.49	A	.56	A	.55
	PM	B	.64	C	.78	E	.93	F	1.06	F	1.03
El Camino & Evergreen	AM	A	.40	A	.48	A	.52	A	.59	A	.54
	PM	B	.68	C	.75	D	.88	F	1.01	E	.92
Del Paso & Evergreen/	AM	A	.20	A	.25	A	.34	A	.34	A	.34
Lampasas	PM	A	.48	A	.50	D	.81	D	.81	D	.81

Source: MKK Transportation.

* = Level of Service
** = Volume to Capacity Ratio

In addition, under both Alternative 1 and Alternative 2, higher volumes of traffic (81,000 and 78,000 vehicles per day) are projected on SR 160. Under the Proposed Project circulation system, SR 160 is anticipated to carry 74,000 vehicles per day in the year 2010. As documented in the 1987 EIR for the City of Sacramento General Plan Update, 74,000 vehicles per day is approximately LOS "D" to "E" on a four-lane freeway. At 81,000 vehicles per day, the LOS will fall to LOS "F" for Highway 160.

Although poor levels of service are projected for 5 of the 6 intersections in the project area, the proposed project by itself does not generate the traffic impacts at these intersections. These traffic impacts were evaluated on a very general level in the 1988 City of Sacramento General Plan Update. The roadway improvement projects of the Arden-Garden Connector, the Evergreen Extension and the Exposition Extension were recommended as projects to be evaluated and constructed by the City's Public Works Department, and engineering and environmental review studies are currently in progress under the City's Capital Improvement Program.

Cumulative impacts can be mitigated to a level of insignificance with implementation of the mitigation measure and recommendation below. This impact remains significant and unavoidable until the recommendation is fully accomplished.

Recommendations

- To provide acceptable levels-of-service on streets and at intersections in the Project Area, the appropriate engineering feasibility studies should be conducted at the following locations:

  a) Arden Way/Del Paso Boulevard/Grove Street/Canterbury Street intersection: The Grove Street and Canterbury Street approaches to the intersection should be considered for diversion to alternative routes. The feasibility of diversion of these approaches is under evaluation by the Public Works Department of the City of Sacramento as part of the Arden-Garden Connector project.

  b) Arden Way/Evergreen intersection: Adequate turn lanes for the Evergreen Street approaches should be investigated during the engineering feasibility studies for the Evergreen Extension.

  c) El Camino/Del Paso: No potential mitigation measures have been identified to date for this intersection.

  d) El Camino/Evergreen: Adequate turn lanes for the Evergreen Street approaches should be investigated.

  e) Del Paso/Evergreen/Lampasas: Adequate turn lanes for the Evergreen

and Lampasas approaches should be investigated.

City Policies and Requirements

City policies and requirements CP24 - CP28 noted above would also apply.

LEVEL OF SIGNIFICANCE

During the p.m. peak hour the intersection of El Camino/Del Paso and El Camino/Evergreen would experience a change in the level-of-service from "B" to "C" under the proposed project. However, in each instance the V/C falls below the City standard. Impacts to these intersections are considered less than significant.

Implementation of the proposed project will result in deterioration of the level-of-service at the Arden/Del Paso/Grove/Canterbury intersection from LOS "C" to LOS "F." The projected LOS also deteriorates below "C" at the intersection of Arden Way and Evergreen for the existing plus project scenario. Impacts will also occur to parking. These impacts can be partially mitigated, but remain significant.

The project in conjunction with 2010 cumulative development will result in V/C ratios that reflect very poor levels-of-service during peak hours at most of the intersection analyzed in the study area as well as on SR 160. This represents a significant unavoidable impact, until mitigation measures are fully implemented.

AIR QUALITY

AIR QUALITY

INTRODUCTION

Information for this section is based upon an Air Quality Analysis prepared by Giroux & Associates. The report appears in Appendix E of this EIR.

REGIONAL METEOROLOGY/CLIMATE SETTING

The climate of Sacramento, as with all of California, is dominated by the strength and position of the semi-permanent high pressure cell over the Pacific Ocean north of Hawaii. In summer, when the high is strongest and farthest north, temperatures are very warm and humidities are low. The daily incursion of the sea breeze into the Central Valley creates persistent breezes that somewhat help to moderate the summer heat. Summer temperatures average in the low 90s in the afternoons and drop to the upper 50s at night. In winter, when the high pressure cell is weakest and farthest south, conditions are characterized by occasional rain storms interspersed with intervening stagnant and sometimes very foggy weather. Winter day temperatures average in the low 50s with nighttime temperature mainly in the upper 30s. The average rainfall, which falls almost exclusively from late October to early May, totals 17.2 inches per year, but varies significantly from year to year.

Winds across Sacramento show a number of distinct patterns depending on the driving mechanism and the topographical steering of both the Carquinez Straits and the Central Valley axis. Sacramento is located in an area where the sea breeze inflow diverges sharply. Summer winds in North Sacramento are from mostly south to north, from southwest to northeast across Central Sacramento, and more west to east in South Sacramento. Different parts of the City are thus pollution source areas for a very wide geographic receptor distribution.

Daytime mixing in the Sacramento area, especially in summer, is generally good. Any observed air pollution effects of local emissions sources tend to occur many miles away from the source. At nights, especially in winter, the nearly calm winds tend to localize the impact from any emissions sources. Winter air quality is generally healthful except in very close proximity to freeways, parking lots or highly congested intersections.

In addition to prevailing wind patterns that control the rate of dispersal and trajectory of local pollutant emissions, the Sacramento area experiences two types of inversions that affect the vertical depth through which pollutants can be mixed. In summer, sinking air forms a lid over the region. These inversions contribute to summer photochemical smog problems by confining pollution to a shallow layer near the ground. At night, especially in winter, the air near the ground cools by radiative processes while the air aloft remains warm. Inversions are formed that cause localized air pollution "hot spots" near emissions sources because of the very poor winter nocturnal dispersive capacity. While these subsidence and radiation

inversions are present throughout much of the year, they are much less dominant than on summer afternoons and winter nights, respectively. Their decreased importance during the spring and fall transition periods leads to generally good air quality during these seasons.

AIR QUALITY STANDARDS

Ambient Air Quality Standards (AAQS) are the levels of air quality considered safe, with an adequate margin of safety, to protect the public health and welfare. They are designed to protect those people most susceptible to further respiratory distress such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise, called "sensitive receptors." Healthy adults can tolerate occasional exposure to air pollutant concentrations somewhat above these maximum recommended exposure levels before adverse health effects are observed. Recent research suggests that chronic exposure to ozone at levels meeting current standards may nevertheless have adverse health effects. Just meeting minimum standards in the future may not be enough to guarantee adequate respiratory health for sensitive receptors. Some additional margin of safety may need to be attained to meet public health objectives.

National AAQS were established in 1971 for six pollution species with states retaining the option to add other pollutants, require more stringent compliance, or to include different exposure periods. Because California had established AAQS several years before the federal action and because of unique air quality problems introduced by the restrictive dispersion meteorology, there is considerable difference between state and national clean air standards. Those standards currently in effect in California are shown in Exhibit 18.

The pollutant for which ambient air quality standards have been established are called "criteria" pollutants. Characteristic health effects of chronic exposure at levels in excess of AAQS include the following:

Ozone	- eye irritation - respiratory function impairment
Carbon Monoxide	- impairment of oxygen transport in the bloodstream increase of carbo-xyhemoglobin - aggravation of cardiovascular disease - impairment of central nervous system functions - fatigue, headache, confusion, dizziness - can be fatal in the case of very high concentrations in enclosed places
Sulfur Dioxide	- aggravation of chronic obstruction lung disease

Pollutant	Averaging Time	California Standards		National Standards		
		Concentration	Method	Primary	Secondary	Method
Ozone	1 Hour	0.09 ppm (180 ug/m3)	Ultraviolet Photometry	0.12 ppm (235 ug/m3)	Same as Primary Std.	Ethylene Chemiluminescence
Carbon Monoxide	8 Hour	9.0 ppm (10 mg/m3)	Non-dispersive Infrared Spectroscopy (NDIR)	9.0 ppm (10 mg/m3)	Same as Primary Stds.	Non-dispersive Infrared Spectroscopy (NDIR)
	1 Hour	20 ppm (23 mg/m3)		35 ppm (40 mg/m3)		
Nitrogen Dioxide	Annual Average	-	Gas Phase Chemilumi-nescence	0.053 ppm (100 ug/m3)	Same as Primary Std.	Gas Phase Chemilumi-nescence
	1 Hour	0.25 ppm (470 ug/m3)		-		
Sulfur Dioxide	Annual Average	-	Ultraviolet Fluorescence	80 ug/m3 (0.03 ppm)	-	Pararosoaniline
	24 Hour	0.05 ppm (131 ug/m3)		365 ug/m3 (0.14 ppm)	-	
	3 Hour	-		-	1300 ug/m3 (0.5 ppm)	
	1 Hour	0.25 ppm (655 ug/m3)		-	-	
Suspended Particulate Matter (PM_{10})	Annual Geometric Mean	30 ug/m3	Size Selective Inlet High Volume Sampler and Gravimetric Analysis	-	-	-
	24 Hour	50 ug/m3		150 ug/m3	Same as Primary Stds.	Inertial Seperation and Gravimetric Analysis
	Annual Arithmetic Mean	-	-	50 ug/m3		
Sulfates	24 Hour	25 ug/m3	Turbidimetric Barium Sulfate	-	-	-
Lead	30 Day Average	1.5 ug/m3	Atomic Absorption	-	-	Atomic Absorption
	Calendar Quarter	-		1.5 ug/m3	Same as Primary Std.	
Hydrogen Sulfide	1 Hour	0.03 ppm (42 ug/m3)	Cadmium Hydr-oxide STRactan	-	-	-
Vinyl Chloride (chloroethene)	24 Hour	0.010 ppm (26 ug/m3)	Tedlar Bag Collection, Gas Chromatography	-	-	-
Visibility Reducing Particles	1 Observation	In sufficient amount to reduce the prevailing visibility to less than 10 miles when the relative humidity is less than 70%		-	-	-

Source: Giroux & Associates

AMBIENT AIR QUALITY STANDARDS

NORTH SACRAMENTO REDEVELOPMENT PLAN EIR
Sacramento Housing and Redevelopment Agency

STA inc.

Exhibit 18

	- increased risk of acute and chronic respiratory illness
Nitrogen Dioxide	- risk of acute and chronic respiratory disease
Sulfates	- decreased lung function - aggravation of asthmatic symptoms, cardiopulmonary disease
Total Suspended Particulate	- increased risk of chronic respiratory disease with long exposure - altered lung function in children - with SO_2 may produce acute illness
PM-10	- particulate matter 10 microns or less in size which may be inhaled, and possibly lodge in and/or irritate the lungs

EXISTING AIR QUALITY

Existing levels of ambient air quality and historical trends and projections in the Sacramento area are well documented from measurements made by the Sacramento Metropolitan Air Quality Management District (SMAQMD) and by the California Air Resources Board (ARB) at several monitoring stations in the Sacramento area. This data suggests that baseline air quality levels in the study are occasionally unhealthful, but that such violations of clean air standards usually affect only those people most sensitive to air pollution exposure. Table DD summarizes the monitoring history from the Sacramento area monitoring station closest to the project site for the last six years of published data (final 1990 or 1991 data have not yet been released by the ARB in published form).

As indicated in Table DD, ozone, the primary ingredient in photochemical smog, is the main air pollution problem in the area. About one-tenth of all days of the year experience a violation of the California hourly ozone standards, with a small number of days (usually less than 10) on which the less restrictive federal hourly standard is exceeded. Throughout this period there is an indication of a slow improvement trend in ozone levels in response to emissions reduction programs initiated by the AQMD and other agencies. The period from 1984 through 1986 were worse years for ozone with a high frequency of violations, and with the only first stage smog alert in Sacramento since 1979 occurring in 1984. The years 1987-89 were "cleaner" with only one violation of the federal ozone standard in 1988 (once per year is allowable by federal guidelines). No federal violations occurred in 1989. The year 1989 also saw the lowest number of days in violation of the state standard and the lowest maximum concentration of ozone within the downward trend over the last six years. Variations in meteorology and dispersion potential tend to obscure improvement trends from

TABLE DD

PROJECT AREA AMBIENT AIR QUALITY MONITORING SUMMARY
(Days Standards Were Exceeded and Maximum Levels During Such Violations)

POLLUTANT	1984	1985	1986	1987	1988	1989
Ozone						
1-Hour > 0.09 ppm (S)	43	33	26	40	63	10
1-Hour > 0.12 ppm (F)	10	9	9	5	1	1
Max. 1-Hour Conc. (ppm)	0.21	0.19	0.16	0.15	0.13	0.12
Carbon Monoxide						
1-Hour > 20. ppm (S)	0	0	0	0	0	0
8-Hour > 9. ppm (S,F)	1	3	1	0	1	13
Max. 1-Hour Conc. (ppm)	13	12	13	12	12	15
Max. 8-Hour Conc. (ppm)	9.1	9.3	9.5	9.0	9.7	13.0
Nitrogen Dioxide						
1-Hour > 0.25 ppm (S)	0	0	0	--	0	0
Max. 1-Hour Conc. (ppm)	0.10	0.10	0.09	--	0.10	0.13
Sulfur Dioxide						
24-Hour ≥ 0.05 ppm (S)		0	0	0	--	0 0
Max. 24-Hour Conc. (ppm)	0.012	0.008	0.007	--	0.013	0.012
Total Suspended Particulates						
24-Hour ≥ 100 ug/m^3 (S)	0/58	4/60	5/56	4/44	7/58	--
24-Hour > 260 ug/m^3 (S)	0/58	0/60	0/56	0/44	0/58	--
Max. 24-Hour Conc. (ug/m^3)	97	139	176	126	166	--
Inhalable Particulates (PM-10)						
24-Hour > 50 ug/m^3	--	--	11/57	8/45	14/57	12/58
24-Hour > 150 ug/m^3	--	--	0/57	0/45	0/57	0/58
Max. 24-Hour Conc. (ug/m^3)	--	--	147	102	127	142

Source: Sacramento Metropolitan AQMD, Del Paso Manor Station

-- = No data available
ug/m^3 = Micrograms per cubic meter
PPM = Parts per million
MAX = Maximum
CONC = Concentration
S = California State Standard
F = Federal Clean Air Standard

on-going emissions control programs, but complete attainment of the ozone standard is still well into the future within the Sacramento Air Quality Maintenance Area (AQMA).

In addition to ozone, Table DD indicates that air quality standards for carbon monoxide (CO) and for respirable 10-micron diameter particulate matter (PM-10) are also exceeded a few times per year. High CO levels during stagnant air situations are a concern for the project area because greater traffic and restricted air movement may exacerbate the isolated violations of the CO standards. PM-10 levels are coupled to restricted regional dispersion conditions and dust generation for many agriculturally intensive activities. Because the CO levels are slightly above the 8-hour standard, CO is forecast to reach attainment status in the near future. Ozone, which exceeds its hourly standard much more frequently and in much higher levels, is expected to remain above allowable levels until the late 1990s. Similarly, PM-10 levels are not expected to significantly improve because of their relationship to an agriculturally based economy of the Central Valley.

AIR QUALITY PLANNING

The Federal Clean Air Act Amendments of 1977 required that each state develop an implementation plan that outlined the pollution control measures by which attainment was to occur in all non-attainment areas of the state. Such a document was prepared by the Sacramento Area Council of Governments (SACOG) in 1982 called the Sacramento Air Quality Plan (AQP). The basic premise of the AQP was that Sacramento could have a reasonable rate of growth and still reduce overall air pollution exposure if a number of measures were taken to control both stationary and mobile sources of air emissions. The AQP recognized that CO attainment was a realistic near-term target, but that ozone attainment would require a 50 percent reduction in precursor emissions (reactive organic gases), and that such a reduction would require programs that were economically, socially, and politically unacceptable.

With the expiration of the Clean Air Act at the end of 1987, a new planning program for the Sacramento area was developed for a post-'87 attainment effort through coordination by a number of local, area, state, and federal agencies. This program was coordinated by SACOG because, while stationary and area sources are reasonably well controlled by the various APCDs in the region, locally adopted and supported programs of mobile source reductions were the major shortcomings of the previous AQP. As part of the post-'87 planning effort, an "Interim Regional Air Quality Plan" (1989) was prepared as a temporary measure to keep the airshed on a positive track until more specific mandates and better analysis tools became available. The objectives of the interim plan were to present updated emissions inventories for future planning, to evaluate and rank various emissions inventories for future planning, to evaluate and rank various emissions control strategies, and to develop an interim program to implement these strategies. This "bridging" plan also required that a program for monitoring implementation effectiveness be established to routinely report on progress toward attainment.

Air quality planning considerations are further affected by the California Clean Air Act [AB-2595 (Sher) (1989)]. The CCAA specifies that there be "no net increase" in air pollutants in any airshed not meeting clean air standards. The CCAA further requires a 5 percent annual reduction in the amount of excess emissions causing violations of standards. Any additional development within the Sacramento area will impede the "no net" increase prohibition in that further emissions reductions must be effected from all other airshed sources to accommodate any project development mobile source emissions increase. A strict interpretation of the "no net increase" prohibition suggests that any general development within the area, no matter how large or small, will have a significant, project-specific air quality impact unless the development-related emissions are off-set by concurrent emissions reduction elsewhere within the airshed.

To implement the objectives of the Interim Plan, the Sacramento Metropolitan AQMD staff prepared, and the AQMD Board of Directors adopted, the Air Quality Improvement Strategy (AQIS) required by AB-4355 (Connally), which is the enabling legislation, that established this AQMD. The AQIS focuses on five emissions control areas. These control areas include traditional control authority on stationary sources of emissions, as well as areas where AQMD authority has only recently been expanded such as transportation control measures or airborne toxics which are not regulated by existing clean air standards. Table EE summarizes the control areas and the strategies/goals that have been developed within each general area of AQMD control.

The CCAA requires that each non-attainment airshed develop an implementation plan that achieves state clean air standards at the earliest practicable date. A new air quality plan for the Sacramento metropolitan area was approved by the AQMD Board of Directors on July 24, 1991. In response to the requirements of AB-2595, the "Sacramento 1991 Air Quality Attainment Plan" (AQAP) focuses strongly on mobile sources. The AQAP is based directly on the AQIS and thus likely meets the requirements of AB-4355. The AQAP is also sufficiently comprehensive to meet the anticipated requirements for an air quality plan required to meet federal guidelines resulting from the passage of the Clean Air Act Amendments of 1990. In the AQAP, there are five areas of focus:

- Low emission vehicles and clean fuels
- Transportation
- Indirect sources (any traffic generating development)
- Stationary sources
- Public education and pollution awareness

During the early years of AQAP implementation, much of the emissions reductions are expected to be attained through stationary source control because pollution behavior can be regulated through the air quality permit process. In the later years of this decade, stationary source control options will have been exhausted and transportation activities are expected to supply the bulk of any further air quality benefit.

TABLE EE

THE SACRAMENTO METROPOLITAN AQMD AIR QUALITY IMPROVEMENT STRATEGY (Adopted 12/19/89)

CONTROL AREA		SPECIFIC STRATEGY
Transportation Control	1.	Reduce on-road mobile sources through the use of low emission fuels.
	2.	Reduce emissions from public and private motor vehicle fleets.
	3.	Implement innovative and aggressive transportation system management (TSM) programs.
	4.	Increase public awareness of possible actions to reduce emissions from motor vehicle use.
	5.	Fund selected discretionary projects which demonstrate high potential for air quality improvement.
	6.	Adopt rules and regulations governing the use of motor vehicles.
	7.	Work with ARB, Bureau of Automotive Repair and CHP to remove excessive polluters from area roadways.
Land Use	1.	Assume that air quality consequences of land use decisions are adequately disclosed and mitigated.
	2.	Develop an indirect source review rule, including mitigation programs and developer fees.
Air Toxics	1.	Implement state toxic air control programs for landfill emissions, Tanner Bill (AB 1807) compounds, and action required from AB 2588 ("hot spot") inventories.
	2.	Implement federal air toxics programs, including any requirements from the Clean Air Act of 1990.

Continued.

TABLE EE (Cont'd.)

THE SACRAMENTO METROPOLITAN AQMD AIR QUALITY IMPROVEMENT STRATEGY (Adopted 12/19/89)

CONTROL AREA	SPECIFIC STRATEGY
Stationary Sources	1. Reduce emissions from significant sources through additional district rule development. 2. Reduce emissions from minor sources, particularly for state-wide controls on items such as liquid charcoal lighter, personal hygiene products, leaf blowers, etc.
Demonstration Projects	1. Maintain list of qualified candidate projects. 2. Evaluate and prioritize projects. 3. Establish a stable funding base for selected projects.

Source: Air Quality Improvement Strategy, December 1989, adopted pursuant to Sec. 41060, Health and Safety Code

IMPACTS AND MITIGATION

According to Appendix G(x) CEQA, a project will have a significant effect if it creates air pollutant emission levels that would cause violations of any air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations.

For the purposes of this EIR, actions that violate federal standards for criteria pollutants (i.e. primary standards designed to safeguard the health of people considered to be sensitive receptors, and secondary standards designed to safeguard human welfare), or state standards developed by ARB or SMAQMD, are considered significant project-related impacts. Emissions increases from increased development of the airshed, even if they do not of themselves cause standards to be violated, should be considered cumulatively significant if they impede future regional attainment of clean air standards.

Commercial, industrial, public and residential uses proposed in the project area will impact air quality almost exclusively through the vehicular traffic generated by the development. Such impacts occur basically on two levels. Regionally, employee and customer commuting and residential travel will add to regional trip generation and increase the vehicle miles travelled (VMT) within the local airshed. Locally, project traffic, especially at rush hour, will be added to the North Sacramento roadway system throughout the redevelopment plan area. Traffic which occurs during periods of poor atmospheric ventilation increases the potential for the formation of microscale air pollution "hot spots" in the immediate redevelopment project area. This potential for hot spot occurrence is more likely when the traffic is comprised of a large number of vehicles "cold-started," operating at pollution inefficient speeds, and traveling on roadways already crowded with non-project traffic.

Secondary project-related atmospheric impacts derive from a number of other small, growth-connected emissions sources. These sources include: the temporary emissions of dusts and fumes during project construction, increased fossil-fuel combustion in power plants and heaters, boilers, stoves and other energy-consuming devices, evaporative emissions at gas stations or from paints, thinners or solvents used in construction and maintenance, increased air travel from business travellers, dust from tire wear and re-suspended roadway dust, etc. All these emission points are either temporary, or they are so small in comparison to project-related automotive combustion sources that their impact would be negligible. Both short-term and long-term air quality impacts are considered in detail below.

Short-Term Impacts

Impact

The proposed project will have a short-term impact on air quality caused by construction activities. The demolition and clearing of existing uses, the excavation of the subsurface utilities, the preparation of foundations and footings, and building assembly will create

temporary emissions of dusts, fumes, equipment exhaust and other air contaminants throughout the project construction period. Emissions from such activities are difficult to estimate because the available published daily emissions data is almost exclusively for low-rise construction (shopping centers, residential, streets, etc.) and not fully applicable to the proposed 15-year redevelopment plan. Individual project size and phasing are furthermore not known well enough to allow for any specific quantification of project construction impacts. The following discussion is therefore general rather than project-specific.

The most significant source of air pollution from project construction will probably be the dust generated during clearing, excavation and site preparation. The average dust emissions factor for construction activities is around 110 pounds per day per acre disturbed if no dust control measures are implemented. With dust control measures required to comply with the nuisance abatement rule of the AQMD, dust levels can be reduced by 50-75 percent. In the project area, the prevailing winds are southwest to northeast during the daytime. This is especially true during the driest months. Redevelopment activity dust may by transported from an individual construction site to nearby dust-sensitive receptors. With respect to any health impacts, it should be noted that most construction dust (unless a building being demolished contains asbestos) is comprised of large particles that are easily filtered by human breathing passages, but settles out rapidly on parked cars and other nearby horizontal surfaces. It thus comprises more of a soiling nuisance rather than any potentially unhealthful air quality impact. Testing for asbestos or other toxic air contaminants is required prior to construction permits being granted to protect public health.

While anticipated health impacts are minimal, fugitive dust from construction is increasingly being viewed as a significant impediment to attainment of state and federal PM-10 standards. More stringent dust control rules may be developed within the next decade both for dust as well as for exhaust pollutants from previously poorly regulated off-road equipment. Until mandatory rules are adopted, the AQMD and ARB are encouraging the incorporation of strong impact mitigation into discretionary actions such as use permits, specific plans or EIR certification that achieve a comparable degree of effectiveness that future rules might attain.

Equipment exhaust as well will be released during temporary construction activities. This will occur from on-site mobile sources during site preparation and from off-site vehicles hauling building materials during actual construction. Heavy-duty equipment emissions are difficult to quantify because of day to day variability in construction activities and equipment used. Typical emission rates for construction/redevelopment of one acre of commercial use are provided in Table FF. Depending on the amount of the redevelopment area under simultaneous construction, daily emissions (especially NO_x) could be substantial. Daytime ventilation during much of the year in Sacramento is usually more than adequate to disperse any local pollution accumulations near the project site. Impacts will be confined to an occasional "whiff" of characteristic diesel exhaust odor. It is not anticipated to be in sufficient concentration to expose any nearby receptors to air pollution levels above acceptable standards. More detailed analyses will be necessary for individual redevelopment

TABLE FF

EMISSION LEVELS FOR HEAVY CONSTRUCTION EQUIPMENT*
(Tons per acre)

POLLUTANT	EMISSIONS
Carbon Monoxide	0.9
Nitrogen Oxides	2.5
Hydrocarbons	0.2
Sulfur Oxides	<0.1
Particulates	0.2

Source: Giroux and Associates

* = A composite average of dozers, loaders, graders and trucks.

projects with potential for dust and equipment emissions lofting toward nearby sensitive receivers.

While most construction activity impacts are confined to the immediate project vicinity, there is some potential for impacts to spill over into the surrounding community. Such effects include deposition of dirt on public streets from erosion, spillage from truck tires which is then pulverized and lofted by passing vehicles. Other effects include land closures for utility improvements, construction vehicles idling for extended period of competing with other vehicles for roadway capacity and vehicular emissions from contractor employee commuting. Most of these effects can be kept at an insignificant level through proper project management and "good housekeeping" procedures for any individual project. With multiple projects under simultaneous construction, such effects could become significant given the non-attainment status of the airshed for ozone, carbon monoxide, particulate matter and visibility. Construction-related impacts can be mitigated to a level of insignificance with implementation of mitigation measure 8.

Mitigation Measures

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

City Policies and Requirements

None applicable.

Long-Term/Local Impacts

Impact

The increase of traffic on local roadways throughout the project area could have an impact on localized ambient air quality standards. To test for this possibility, a screening procedure based on the California line source dispersion model CALINE4 was used to estimate receptor exposure at six intersections throughout the project area. This model was initialized with maximum traffic and minimum dispersion conditions in order to generate a worst-case impact assessment. Calculations were made for the PM rush hour. Carbon monoxide (CO) was used as the indicator pollutant to determine if there was any air pollution "hot spot" potential. The CALINE4 model requires considerable computation effort and specific data on traffic mixes, travel speeds, lane geometrics, turning movements and delay times (i.e. LOS). Since not all the parameters were known, approximations were used to extrapolate results from simple geometrics and vehicle behaviors to the very complex actual situation

TABLE GG

MICROSCALE AIR QUALITY
(1-Hour CO Concentration [ppm])

LOCATION	EXISTING	YEAR 2010
Arden Way/Del Paso/Grove/Canterbury	14.8	18.1
Arden Way and Royal Oaks/Beaumont	12.4	12.2
Arden Way and Evergreen	13.7	18.0
El Camino and Del Paso	12.4	13.7
El Camino and Evergreen	12.5	12.9
Del Paso and Evergreen/Lampasas	11.6	12.7

Source: Giroux and Associates.

Notes: Values include a 10.4 ppm non-local, 1-hour background contribution based on Del Paso Manor baseline measurements.

Federal Standard = 35 ppm.
State Standard = 20 ppm.

within the study area. The LOS or time delays used in the modeling effort were the LOS levels contained in the project traffic study. Microscale impacts are summarized in Table GG for existing and future traffic conditions.

The future 2010 impacts are not project-specific because no comparable "no project" baseline data for 2010 are available. The general conclusion to be drawn from Table GG is that despite cumulative growth in traffic, including the North Sacramento Redevelopment Plan, the localized CO exposure will not exceed hourly standards appreciably since continued future emissions reductions offset effects of increased future travel volumes and decreased travel speeds.

The peak hourly CO exposure increases 4.4 ppm above the non-local background in 1990 to 7.7 ppm in a 20-year span. Compared to an hourly standard of 20 ppm, localized traffic effects will have little potential for significantly changing CO levels in the project area. In particular, the proposed project represents only a portion of the cumulative development impact of 4.3 ppm at the maximum microscale impact location.

Project-related traffic generates less than one-fourth of the future addition to the areawide CO burden. The same ratio applied to the 4.3 ppm maximum microscale impact suggests that project traffic will be responsible for about 1 ppm of the increase. Since hourly CO levels are reported to the nearest whole ppm, the microscale air pollution impact from project implementation is just at or less than a reportable amount at most of the locations analyzed.

Although the 8-hour CO exposure standard is more stringent than the hourly standard, neither the rush hour traffic volumes and slow travel speeds, nor the artificially restrictive meteorology used in the hourly analysis, persist over eight hours. Maximum project impacts of around 1 ppm of CO will thus be much smaller over an 8-hour exposure. Planned redevelopment thus has a less than significant air quality impact along area roadways in North Sacramento.

It must be noted that the 8-hour CO standard is exceeded at times in the Sacramento area with isolated violations expected to continue until late in the 1990s. Even small additional incremental CO impacts may, therefore, exacerbate a violation of standards. There is an additional responsibility for project proponents and approving agencies to implement trip diversion measures as fully as possible. Such diversion is necessary to minimize any incremental regional impact, as well as any potential worsening of microscale air quality at points of project-related traffic concentration. Long-term/local impacts to air quality can be partially mitigated by mitigation measure 9, but remain significant and unavoidable.

Mitigation Measures

9. Through project development and review, SHRA and the City of Sacramento shall encourage new development which incorporates the transportation

control measures (TCM) outlined in the 1991 Sacramento AQAP and described below:

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

Also mitigation measures 5-7 in the Traffic and Circulation section would apply.

City Policies and Requirements

Refer to City policies and requirements CP24-CP28 in the Traffic and Circulation section.

Long-Term Regional Impacts

Impact

The project will have an impact on regional air quality. Mobile source emissions will be generated from the residents, office employees and retail customers. The project traffic study estimates that over 21,000 daily external trips may be added to the roadway network at implementation of the proposed project. At a typical area trip length of around nine miles per trip (a combination of longer commuting and shorter business or shopping trips), the project may add almost 200,000 vehicle miles travelled (VMT) to the regional traffic burden. Some of the trip generation and associated VMT may be reduced by diversion to other transportation modes. The project nevertheless will be a major contributor to additional vehicular air pollution emission within the Sacramento Air Quality Maintenance Area (AQMA) regardless of the degree of trip diversion that may be achieved.

Automotive emissions can be readily calculated using a computerized procedure developed by the California ARB for urban growth mobile source emissions. This emissions model, called URBEMIS3, was used to analyze project impacts for various buildout years from 1995 to the year 2010 with an ambient temperature of 75°F as designated for the Sacramento metropolitan area. The results of the analysis are summarized in Table HH. The model output for each run is included in Appendix E of this EIR. Modelling parameters supplied by the AQMD were used for this analysis. Because the horizon year for redevelopment is 2005, only the 2005-2010 data in Table HH are strictly relevant. Vehicular emissions data for those years are not well known because the emission model used in URBEMIS3 (EMFAC7D) is out of date. EMFAC7D does not incorporate mandated requirements for reformation of fuels and mandatory substantial market penetration by low emitting vehicles (LEVs) into the state travel fleet. The mobile source emissions shown in Table HH at project buildout are therefore substantially overstated.

Project-generated traffic will add about 1.2 tons (2,400 pounds) of carbon monoxide (CO) and 0.1 - 0.2 tons (360 pounds) of nitrogen oxides (NOx) and reactive organic gases (ROG) (220 pounds) to the regional airshed on a typical day. The project represents new sources of automotive emissions in an air basin that already exceeds ambient air quality standards for several pollutants. These results are also a "worst-case analysis" since some fraction of the project traffic burden will be diverted to other transportation modes, but the overall magnitude of project-related air pollution emissions will be substantial regardless of any trip diversion. Project particulate emissions represent almost one-half and the four other major pollution categories are seen to represent from 22 to 23 percent of the cumulative emissions total estimated to be emitted in the North Sacramento area each day in the year 2000 during the warm weather "smog" season. Redevelopment vehicular emissions will thus add a substantial air pollutant increment to the overall regional burden. This impact can be partially mitigated through implementation of mitigation measure 9, but remains significant and unavoidable.

Mitigation Measures

Mitigation measure 9 noted above would apply, as would mitigation measures 5-7 in the Traffic and Circulation section.

City Policies and Requirements

Refer to City policies and requirements CP24-CP28 in the Traffic and Circulation section.

Impact

The airshed is a non-attainment area, particularly for ozone, and is required by law to generate sufficient emissions reductions from all sources to meet state and federal standards. Any office, retail or residential project, regardless of scope, will impede this attainment process. To determine the potential for a significant impact, project emissions must be

TABLE HH

REGIONAL MOBILE SOURCE AIR QUALITY ANALYSIS
PROJECT TRAFFIC EMISSIONS (POUNDS/DAY)

BUIDOUT YEAR	REACTIVE ORGANICS*	NITROGEN OXIDES	CARBON MONOXIDE	PARTICULATES (PM-10)	SULFUR OXIDES
1995	291.1	408.0	3052.9	849.8	35.9
2000	241.5	374.5	2632.0	798.2	32.5
2005	225.3	363.5	2486.8	788.0	30.8
2010	222.5	367.8	2449.9	789.2	31.3
Total 2010 Development	983.5	1656.0	10724.0	1861.1	142.7
Sacramento County Significance Threshold	150.0	150.0	550.0	80.0	150.0

Source: Giroux and Associates

*Assuming 92% of TOG is ROG.

compared to the Sacramento County thresholds for criteria pollutants, as indicated in Table DD. The County is anticipating revision of ROG and NO_x threshold to 50 pounds per day in February 1992. All the project emissions, except sulfur oxides, exceed the significance threshold levels by a wide margin for all analysis years and, therefore, have a significant, project-specific, regional air quality impact.

Because the project could cause over 21,000 daily trips to be generated, assuming the removal of barriers to growth, it could be perceived as having a more critical impact than a smaller scale development. Intensified redevelopment in commercial, industrial, and residential areas with access to a variety of similar nearby uses may generate fewer and/or shorter automobile trips, than new development in outlying areas. Redevelopment may afford greater opportunities for diversion to non-vehicular transportation modes that are already available and accessible to a participant pool spread over a much smaller service area. The project generates a significant project-specific, regional air quality impact not because of its scope, but because growth exceeding significance thresholds causes a prohibited "net increase" in regional air pollution emissions.

Long-term impacts to air quality can be partially mitigated with implementation of mitigation measure 10, but remain significant and unavoidable.

Mitigation Measures

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

City Policies and Requirements

None applicable.

CUMULATIVE IMPACTS

The proposed redevelopment, in conjunction with other past, present, and reasonably foreseeable future projects, will cause vehicular emissions to be added to an airshed already exceeding standards and under orders to reduce net emission levels. This is a cumulatively significant air quality impact which can be partially mitigated with mitigation measure 10, but remains significant and unavoidable.

Mitigation Measures

Mitigation measure 10 above would apply.

City Policies and Requirements

None applicable.

LEVEL OF SIGNIFICANCE

Micro-scale impacts are considered less than significant. Construction-related air quality impacts can be mitigated to a level of insignificance. Long-term local and cumulative air quality impacts can be partially mitigated, but remain significant and unavoidable.

NOISE

INTRODUCTION

Information in this section was derived from traffic data provided by MKK Transportation/Dowling Associates. Traffic information can be found in the Traffic and Circulation section of this EIR. Noise calculations are presented in Appendix F of this document. Additional information was derived from the Sacramento General Plan Update EIR.

NOISE MEASUREMENT

Noise is commonly described as unwanted sound. Several rating scales have been developed to measure community noise. The scales account for the following:

- The parameters of noise that have been shown to contribute to the effects of noise on man;
- The variety of noise found in the environment;
- The variations in noise levels that occur as a person moves through the environment; and,
- The variations associated with the time of day.

Sound levels are conventionally measured in units of decibels, abbreviated dB. When referring to dBA sound level units, the A indicates that the sound signal is electronically processed to mimic the response of the human ear before the level in decibels is determined.

A measure of equivalent sound level is Leq. Leq is a type of average sound level. It is the level, in dBA units, of a fictitious steady state sound which would deliver the same acoustic energy during a given period of time as a time-varying measured sound delivers during the same period.

A day/night sound level is represented as Ldn. An Ldn is the average (Leq) level, in dBA units, during a one year period which results when 10 dBA are added to sound levels measured during night time hours (10 p.m. to 7 a.m.). Ldn is a type of weighted average sound level which emphasizes noise levels measured during the more sensitive night time hours. This description is used as a measure of community noise exposure in many federal, state and local noise regulations and standards.

The predominant rating scale now in use in California for land use compatibility assessment is the Community Noise Equivalent Level (CNEL). The CNEL scale represents a time

weighted 24-hour average noise level based on the A-weighted decibel. Time weighted refers to the fact that noise that occurs during certain sensitive time periods is penalized by 5 dBA, while nighttime (10 p.m. to 7 a.m.) noises are penalized by 10 dBA. These time periods and penalties were selected to reflect people's increased sensitivity to noise during these time periods. The day-night Ldn scale is similar to the CNEL scale except that evening noises are not penalized. A CNEL noise level may be reported at a "CNEL of 60 dBA," "60 dBA CNEL," or simply "60 CNEL."

Changes in sound level are roughly correlated with changes in perceived loudness. A 3 dBA increase in sound level is barely noticeable to the human ear under normal circumstances. An increase in 10 dBA is generally perceived as a doubling of loudness.

EXISTING NOISE LEVELS

The City of Sacramento's General Plan identifies three major noise sources within the City of Sacramento:

- Surface traffic noise consisting of noise emanating from major freeways in the City and from primary arterials and major city streets.
- The Union Pacific and Southern Pacific Railroad
- Aircraft noise generated by activity at Sacramento Metro Airport, Sacramento Executive Airport, McClellan Air Force Base, and Mather Air Force Base.

Table II indicates acceptable and unacceptable noise levels in the community environment for the City of Sacramento.

Traffic

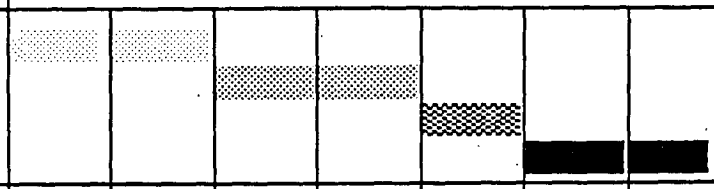
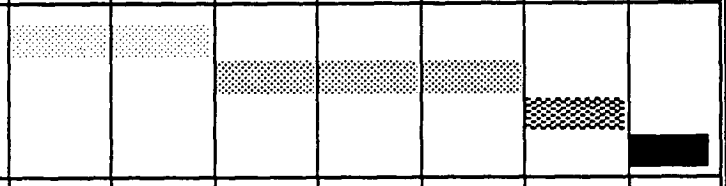
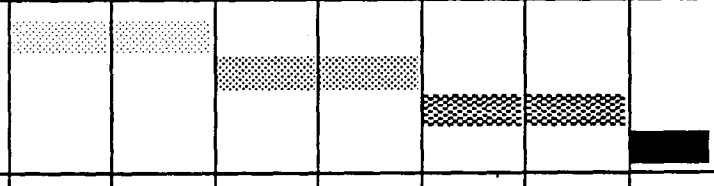
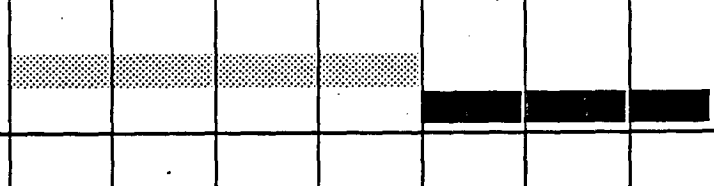
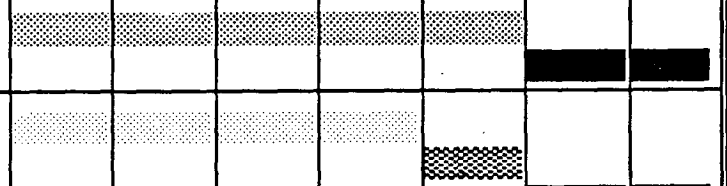
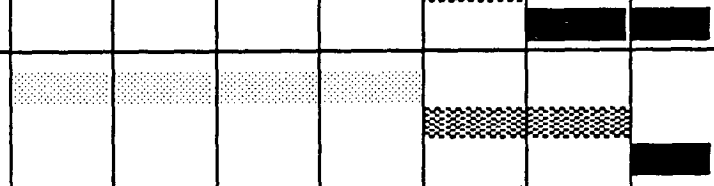
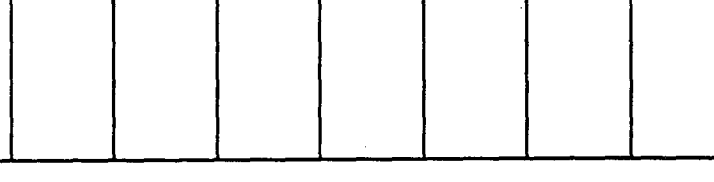
A significant amount of the land uses in the project area are residential and are considered the most noise sensitive areas. Other noise sensitive land uses within the project area include schools and parks. Maintenance of a relatively quiet ambience is important in generating and maintaining a neighborhood atmosphere for residential areas.

The predominant noise sources in the project area are motor vehicles. The roadways in the project area which maintain the most significant traffic volumes and thus generate the most significant noise impacts include El Camino Avenue, Del Paso Boulevard, Highway 160 and Arden Way.

The traffic noise contours for the existing conditions of these roadways are presented in tabular format in Table JJ. These traffic noise levels were computed using the Highway Noise model published by the Federal Highway Administration ("FHWA Highway Traffic

TABLE II

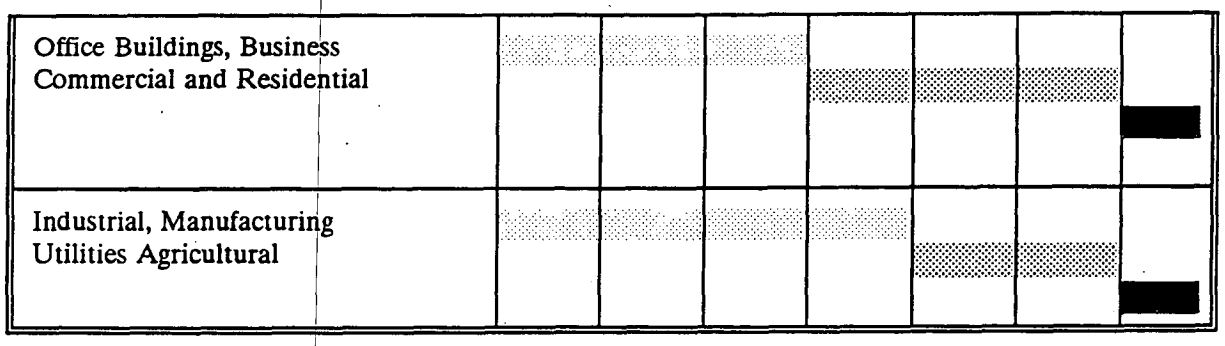
LAND USE COMPATIBILITY FOR COMMUNITY NOISE ENVIRONMENTS

LAND USE CATEGORY	COMMUNITY NOISE EXPOSURE Ldn OR CNEL, dB 55 60 65 70 75 80
Residential	
Transient Lodging- Motels, Hotels	
Schools, Libraries Churches, Hospitals Nursing Homes	
Auditoriums, Concert Halls, Amphitheaters	
Sports Arena, Outdoor Spectator Sports	
Playgrounds, Neighborhood Parks	
Golf Courses, Riding Stables Water Recreation, Cemeteries	

Continued.

TABLE II (Cont'd.)

LAND USE COMPATIBILITY FOR COMMUNITY NOISE ENVIRONMENT



Source: City of Sacramento General Plan Update, 1988

Notes: Normally Acceptable

Specified land use is satisfactory, based upon the assumption that any buildings involved are normal conventional construction, without any special noise insulation requirements

Conditionally Acceptable

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

Normally Unacceptable

New construction or development should generally be discouraged. If new construction of development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Clearly Unacceptable

New construction or development should generally not be undertaken.

TABLE JJ

EXISTING TRAFFIC NOISE CONTOURS

ROADWAY	DISTANCE* TO CNEL CONTOUR (FEET) 70 CNEL	65 CNEL	60 CNEL	55 CNEL
El Camino Ave. at Grove Ave.	0.0	71.6	225.8	713.7
El Camino Ave. at Traction	0.0	67.5	212.8	672.5
El Camino Ave. beyond Evergreen	0.0	111.5	352.1	1113.3
Grove Ave.	0.0	0.0	121.7	384.3
Del Paso Blvd. at Colfax	0.0	63.8	187.1	587.0
Del Paso Blvd. beyond Grove Ave.	0.0	62.8	184.0	576.9
Arden Way at Del Paso Blvd.	0.0	146.2	456.2	1440.7
Arden Way beyond Evergreen	75.3	226.1	710.9	2246.7
Evergreen north of Arden Way	0.0	0.0	57.8	182.0
Evergreen south of Arden Way	0.0	0.0	0.0	0.0
Highway 160	247.5	780.6	2467.7	7802.5

Source: STA Planning, Inc.

*Distance from roadway center line.

Noise Prediction Model," FHWA-RD-77-108, December 1978). The FHWA Model uses traffic volume, vehicle mix, vehicle speed, and roadway geometry to compute the Leq noise level. A computer code has been written which computes equivalent noise levels for each of the time periods used in CNEL, weighting these noise levels and summing the results in the CNEL for the traffic projections used.

The traffic data used to project these noise levels was provided by MKK Transportation/Dowling Associates. The traffic mixes, speeds, and roadway widths for the arterials are presented in Appendix D. The traffic mix data for the arterials are based on measurements for roadways in Southern California. It should be noted that the values presented in this noise analysis do not take into account the effect of any noise barriers or topography that may affect ambient noise levels.

Based upon the existing traffic contour information provided in Table JJ some existing residential areas encounter noise levels of 65 CNEL or greater. The existing residential areas that encounter these noise levels are located along El Camino Boulevard, Arden Way, Del Paso Boulevard, and Highway 160. The residences along the western portion of El Camino Boulevard are situated within the range of the 65 CNEL noise contour (67.5 feet away from the centerline of the roadway) and are subjected to traffic noise levels that exceed the levels deemed "normally acceptable" under the land use compatibility chart provided.

The existing mobile home park located along the southern end of the Del Paso Boulevard and Highway 160 is situated between two major roadways and is exposed to significant traffic noise levels. A major portion of the mobile home park is well within the range of the 70 CNEL noise contour, (247.5 feet away from the centerline of the roadway) subjecting the residents to noise levels that also exceed the "normally acceptable" levels.

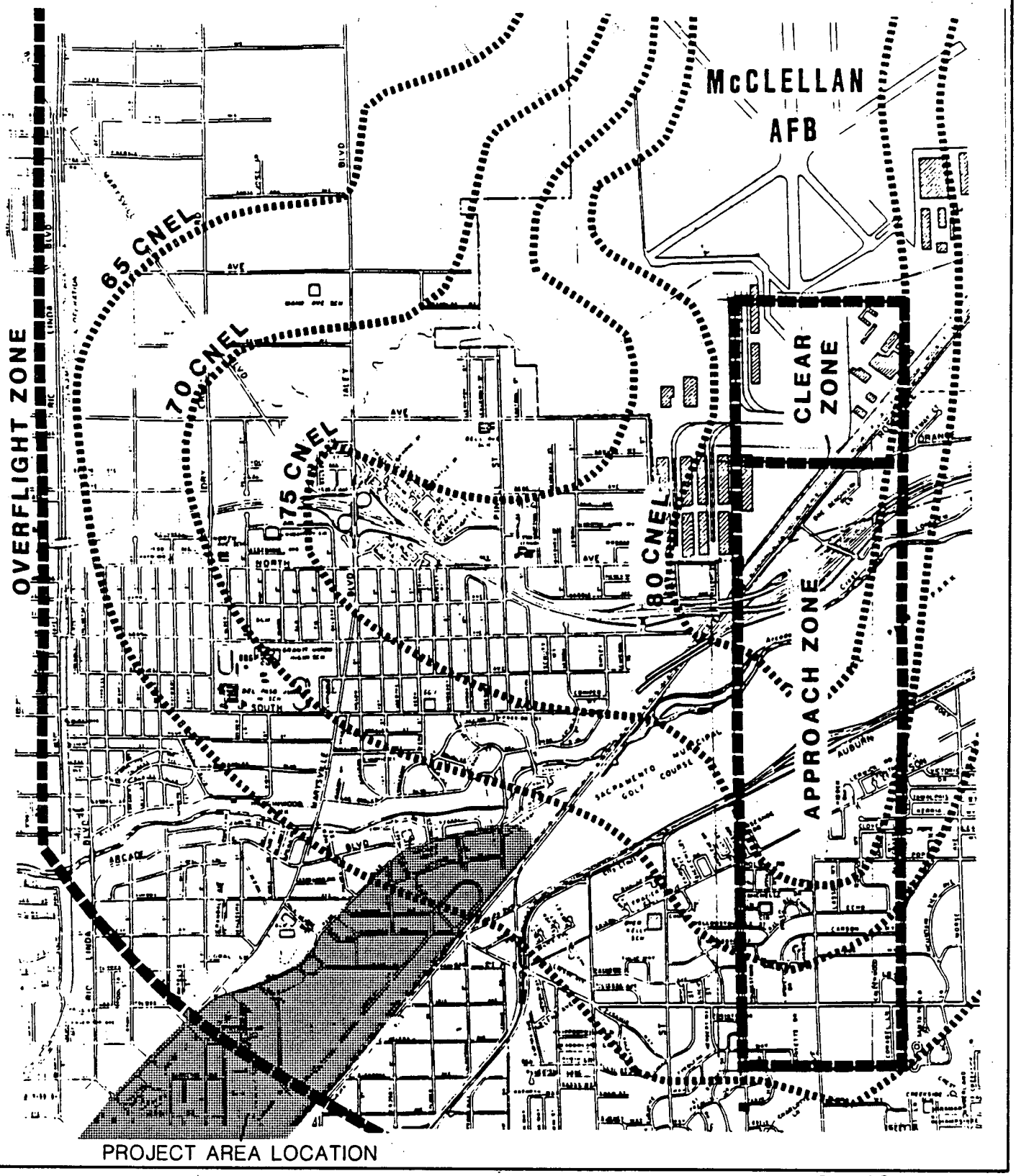
Along the central section of Arden Way there is a pocket of existing residential uses. These residences sit adjacent to the roadway and are in the range of the 65 CNEL noise contour (146.2 feet from the centerline of the roadway). This existing residential area is susceptible to significant noise impacts.

Aircraft

The primary source of aircraft-generated noise in the vicinity of the project area is McClellan Air Force Base. A small portion of the northwestern point of the project area lies within the 65 CNEL noise contour of McClellan Air Force Base. The relationship of these contours to the project area is depicted in Exhibit 19.

Railroad

The active railroads in the City of Sacramento are the Southern Pacific Railroad and the Union Pacific Railroad. According to the 1988 Sacramento General Plan Update EIR, in



Source: City of Sacramento

McCLELLAN AIR FORCE BASE NOISE CONTOURS

NORTH SACRAMENTO REDEVELOPMENT PLAN EIR
Sacramento Housing and Redevelopment Agency

STA inc.

no scale

Exhibit 19

North Sacramento, noise from railroad operations affects some residential areas located immediately outside the project area boundaries to the northwest. On the eastern side of the project area the Northwood Elementary School is effected by noise from railroad operations.

The North Sacramento area is also serviced by the Sacramento Light Rail Transit System. The Sacramento Light Rail System was initially anticipated to generate a significant level of noise, but the Regional Transit District has proved that the light rail system is a relatively insignificant noise factor (Noise Element, City of Sacramento General Plan Update 1988).

In general, highway and aircraft noise are more important contributors to noise levels in the eastern half of North Sacramento (Sacramento General Plan Update EIR 1988).

IMPACTS AND MITIGATION

Potential noise impacts are commonly divided into two groups: temporary and long-term. Temporary impacts are usually associated with noise generated by construction activities. Long-term impacts are those associated with traffic volume increases.

Noise Standards

According to Appendix G (p) of CEQA, a project will normally have a significant effect on the environment if it will increase substantially the ambient noise levels of adjoining areas.

The City of Sacramento has established standards for Community noise levels in the City's General Plan. Community noise is generated by a variety of sources, but is predominantly transportation related: automobile and truck traffic, railroad traffic and aircraft (City of Sacramento General Plan 1988). Table II provides the standards for community noise in the City of Sacramento. For purposes of this noise analysis, only community noise levels were analyzed.

Temporary Construction Noise

Impact

The proposed project will generate temporary construction noise on a short-term and long-term basis. Construction-related noise impacts can be anticipated throughout the 15-year buildout period. Construction-related noise sources include such emitters as trucks, bulldozers, grading equipment, concrete mixers and portable generators. These temporary construction noise impacts can be reduced to a level of insignificance through mitigation measures compliance with the mitigation measure 11.

Mitigation Measures

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

City Policies and Requirements

None applicable.

Existing Plus Project

Table KK provides distances in feet to CNEL Contours from the centerline of the roadway. These figures are based on traffic figures for the existing plus project scenario. It must be noted that the values presented in Table KK do not take into account the effect of any noise barriers or topography that may affect ambient noise levels.

Table LL indicates that the increased levels of traffic associated solely with the project itself will generally extend the CNEL noise contours beyond the existing noise level CNEL contours, exposing additional noise sensitive areas to "conditionally acceptable" noise levels.

Impact

Noise impacts associated with the existing plus project scenario would have incrementally greater impacts on many of the same areas identified as experiencing existing noise impacts. However, the residential area previously identified along the western portion of El Camino Boulevard will experience reduced noise levels because implementation of the proposed project provides for the completion of the Arden-Garden Connector. Completion of this roadway would potentially reduce traffic levels on El Camino Boulevard, thus reducing noise levels to the residential areas located along El Camino Boulevard.

Many of the other residential areas discussed in the existing noise setting will continue to experience increased levels of noise due to increased traffic levels associated with the project itself. The pockets of residential uses located along the main roadway thoroughfares of Arden Way and Del Paso Boulevard may experience incrementally greater noise levels due to implementation of the proposed plan. Compliance with City policies and requirements that have been incorporated into the project partically address noise impacts. These policies and requirements are provided below. This is considered a significant impact which can be partially mitigated through implementation of the mitigation measures 12-14, but remains significant and unavoidable.

TABLE KK

EXISTING PLUS PROJECT
NOISE CALCULATIONS DISTANCE* TO CNEL CONTOUR (FEET)

ROADWAY	70 CNEL	65 CNEL	60 CNEL	55 CNEL
El Camino at Grove	0.0	51.8	162.9	514.7
El Camino beyond Evergreen	0.0	136.3	425.1	1342.1
Arden Garden Extension	0.0	125.4	392.8	1240.7
Arden Beyond Evergreen	90.7	276.8	872.1	2756.7
Del Paso at Colfax	0.0	69.3	205.9	646.6
Evergreen North of Arden	0.0	0.0	70.8	223.1
Evergreen South of Arden	0.0	0.0	78.1	240.9
Expo Extension	0.0	62.3	189.5	597.7
Highway 160	267.3	843.4	2666.4	8431.0

Source: STA Planning, Inc.

*Distance from roadway centerline

TABLE LL

DIFFERENCE IN FEET BETWEEN EXISTING NOISE CONTOURS AND EXISTING PLUS PROJECT NOISE CONTOURS

ROADWAY	ADDITIONAL DISTANCE TO CNEL CONTOUR (FEET)			
	70 CNEL	65 CNEL	60 CNEL	55 CNEL
El Camino at Grove	0.0	-19.8	-69.9	-199.0
El Camino beyond Evergreen	0.0	+24.8	+73	+228.8
Arden Garden Evergreen	+15.4	+50.7	+161.2	+510
Del Paso at Colfax	0.0	+5.8	+18.8	+59.6
Evergreen North of Arden	0.0	0.0	+20.3	+41.1
Evergreen South of Arden	0.0	0.0	+78.1	+240.9
Highway 160	+19.8	+62.8	+198.7	+628.5

Source: STA Planning, Inc.

Mitigation Measures

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

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

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

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

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

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

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

    Barriers shall be constructed at a minimum surface weight of 3½ lbs./sq. ft. and contain no cracks or openings. The barrier must interrupt the line-of-sight between the noise source and the receiver. In addition to meeting acoustical requirements, noise barriers shall be evaluated by the City of Sacramento Planing Department for possible maintenance problems, aesthetic and environmental considerations, safety conflicts and cost (Sacramento General Plan Update EIR, 1987).

City Policies and Requirements

<u>City of Sacramento General Plan Noise Element</u>

CP29. A.2 Require mitigation measures to reduce noise exposure to the "Normally Acceptable Levels" presented in the Noise Element of the General Plan except where such measures are not feasible.

CP30. A.A Prepare a manual to assist project applicants in complying with the Noise Element and to identify those areas and circumstances under which additional noise mitigation is not feasible.

CP31. C.1 Review projects that may have noise generation potential to determine what impact they may have on existing uses. Additional acoustical analysis may be necessary to mitigate identified impacts.

CP32. C.2 Enforce the Sacramento Noise Ordinance as the method to control noise from sources other than transportation sources.

CP33. D.1 Continue to enforce the provisions of sections 27-150 and 27-151 of the State Motor Vehicle Code. These sections require that all vehicles be equipped with a properly maintained muffler and that exhaust systems not be modified.

CP34. E.3 Declare the developed, urbanized areas delineated in the Noise Element of the General Plan as exempt from Policy 2 referenced guidelines.

CP35. E.4 Initiate and adopt Zoning Ordinance provisions which establish combining zones to evaluate applicable development projects for consistency with the noise and safety guidelines. Allow for the replacement of damaged or decayed structures, consistent with other zoning provisions, within the combining zones.

Proposed Uses

This analysis addresses noise impacts associated with implementation of the proposed plan on the portions of the project area that are vacant, likely to be redeveloped and/or are subject to major land use changes (Refer to Exhibits 8 and 9).

Impact

The areas along the eastern corridor of El Camino Boulevard and the southern portion of Del Paso Boulevard may experience some land use-noise incompatibilities due to the conversion from industrial and commercial uses to Special Planning Districts (SPDs). The SPDs allow for commercial, office, retail, industrial and multi-family residential uses. Commercial, office, retail and industrial uses will generally be compatible with the associated traffic noise levels in this area. Multi-family residences located in these areas, within 136 feet of the centerline of the roadways, may experience noise levels greater than 65 CNEL. Additional planning considerations should be made with regard to multi-family residential uses and noise levels on a project-specific level for these Special Planning areas.

In the proposed plan the commercial area located along the eastern portion of El Camino Boulevard has been identified as likely to redevelop. The plan proposes this area as a

Special Planning District. The Special Planning District allows for a number of uses within the district such uses are commercial, office, retail, industrial, and multi-family residential. The increased level of traffic in this area will thus increase the noise levels in the area and increase the distance of the 65 CNEL noise contour an additional 49.3 feet from the existing 65 CNEL noise contour. This factor may have a significant impact on this area if multi-family residential uses are allowed within 160.8 feet from the centerline of the roadway (within the 65 CNEL noise contour). Additional planning consideration should be made on a project-specific level in regards to noise levels for the Special Planning projects.

Under existing conditions the mobile home park located at State Route 160 and Del Paso Boulevard experiences noise levels associated with the traffic on State Route 160 that exceed "normally acceptable" levels. The existing plus project scenario estimates that the 70 CNEL noise contour will be within the boundaries of the mobile home park. Some portions of the mobile home park are closer to the roadway than 267 feet (distance to the 70 CNEL contour) and these areas of the park may be subject to "unacceptable" noise levels. This is considered a potentially significant impact which can be partially mitigated through the implementation of mitigation measure 14, but remains significant and unavoidable. The applicable City policies and requirements which partially address this impact have been incorporated into the project are provided below.

Mitigation Measures

Mitigation measure 14 provided above would apply.

City Policies and Requirements

City of Sacramento General Plan Noise Element

CP36. A.1 Require an acoustical report for any project which would be exposed to noise levels in excess of those shown as normally acceptable in the Noise Element of the General Plan. The contents of the acoustical report shall be as described in the Noise Assessment Report Guidelines. No acoustical report shall be required where City staff has an existing acoustical report on file which is applicable.

CP37. A.3 Land uses proposed where the exterior noise level would be below the "normally acceptable" limit may be approved without any requirement for interior or exterior mitigation measures.

CP38. D.2 Encourage the incorporation of the latest noise control technologies in all projects.

CP39. E.2 Use the guidelines provisions in the Noise Element of the General Plan when approving development projects in areas undergoing urbanization.

City policies and requirements CP29, CP32, and CP33 noted above would also apply.

Aircraft

The vacant area located at the northeastern point of the project area (refer to Exhibits 6 and 8) is designated for residential uses in the proposed plan. This area is located within the overflight zone of McClellan Air Force Base and is subject to noise levels ranging from 65 CNEL to 70 CNEL. The Sacramento General Plan Noise Element does not allow for residential uses within the 65-70 CNEL noise contour. Residential uses are allowed in the overflight area in general. Residential development of this vacant area is addressed by the City policies and requirements which have been incorporated into the proposed project. Impacts associated with aircraft noise are considered less than significant. Applicable policies and requirements are provided below.

Mitigation Measures

None required.

City Policies and Requirements

City of Sacramento General Plan Noise Element

CP40. B.2 Encourage the Air Force to consider the standards set forth in the Noise Element when evaluating changes in Air Force base operations.

CP41. B.3 Work with SACOG to define urban areas within the City which should be exempt from Comprehensive Land Use Plan Noise Regulations affected by McClellan Air Force Base.

CP42. E.1 Administer provisions of the adopted Comprehensive Land Use Plans for McClellan and Mather Air Force Bases through the use of City modified guidelines for land use compatibility with noise and safety influences.

Railroad

Citywide no significant changes in railroad operations are expected in the future. While a few trains may be added on each rail line, increases in Ldn levels will be less than 3 dB (Sacramento General Plan Update EIR, 1988).

The proposed plan will allow for new development adjacent to both rail lines. Most new development in these areas will be either industrial or office uses and thus increasing the allowable noise levels for these areas. Further noise analysis is recommended with regards to railway noise in these areas on a project-specific level.

The vacant area in the northeastern part of the project area is designated for residential use and is adjacent to the Southern Pacific Railroad line. Noise levels associated with railroad operations may have a significant impact on this particular area and should be considered on a project-specific basis. This is considered a significant impact that can be mitigated to a level of insignificance through mitigation measure 17. Applicable policies and requirements which have been incorporated into the project are identified below.

Mitigation Measures

Mitigation measure 14 would apply.

City Policies and Requirements

City policy and requirements CP29, CP36, CP38, and CP39 noted above would apply.

CUMULATIVE IMPACTS

Impact

This analysis for cumulative impacts is based upon 2010 future traffic volumes provided in the Traffic and Circulation section of this EIR. Cumulatively, the additional levels of traffic associated with the proposed plan will create increased noise levels for the project area. The additional cumulative noise levels associated with the proposed plan are considered significant impacts which can be partially mitigated, but remain significant and unavoidable.

Implementation of the proposed plan will cumulatively generate an increased level of motor vehicles on the major arterials that run throughout the project area, thus increasing the noise levels existing uses experience in the project area. Further noise analysis may be required on a project-specific level to identify all potential noise impacts. It must be noted that the values presented in Table MM do not take into account the effect of any noise barriers or topography that may affect ambient noise levels.

A review of existing noise contours in Table NN provides a comparison between existing and future distances of noise contours. Distances to the 65 and 70 CNEL contours will increase substantially along El Camino Avenue beyond Evergreen Street, Arden Way beyond Evergreen Street, and Highway 160. More sensitive noise receptors such as residential uses, will be exposed to "conditionally acceptable" noise levels.

The noise impacts associated with these existing residential areas are partially addressed by City policies and requirements CP29, CP36, CP38, and CP33. Cumulative noise impacts can be partially mitigated by mitigation measures 12-14, but remain significant, and unavoidable.

TABLE MM

NOISE CALCULATIONS BASED UPON 2010 FUTURE CIRCULATION PATTERN

ROADWAY	DISTANCE* TO CNEL CONTOUR (FEET)			
	70 CNEL	65 CNEL	60 CNEL	55 CNEL
El Camino @ Grove	0.0	70.6	222.5	703.4
El Camino beyond Evergreen	55.7	160.8	503.5	1590.4
Arden-Garden Extension	62.6	190.4	599.6	1895.2
Arden beyond Evergreen	111.8	345.5	1090.0	3445.8
Del Paso @ Colfax	0.0	83.4	252.7	795.6
Evergreen north of Arden	0.0	0.0	108.7	343.2
Evergreen south of Arden	0.0	0.0	99.3	309.3
Expo Extension	0.0	120.6	377.7	1,192.9
Highway 160	359.3	1134.7	3587.5	11,343.4

Source: STA Planning, Inc.

*Distance from roadway centerline.

TABLE NN

DIFFERENCE IN FEET FROM EXISTING NOISE CONTOURS AND FUTURE NOISE CONTOURS 2010

ROADWAY	ADDITIONAL DISTANCE* TO CNEL CONTOUR (FEET) 70 CNEL	65 CNEL	60 CNEL	55 CNEL
El Camino @ Grove	0	-1	-3.3	-10.3
El Camino beyond Evergreen	+55.7	+49.3	+151.4	+1476.7
Arden beyond Evergreen	+36.5	+119.4	+379.1	+1199.1
Del Paso @ Colfax	0	+19.6	+65.6	+208.6
Evergreen north of Arden	0	0	+50.9	+161.2
Evergreen south of Arden	0	0	+99.3	+309.3
Highway 160	+111.6	+354.1	+1119.8	+3540.9

Source: STA Planning, Inc.

Mitigation Measures

Please refer to mitigation measures 12-14 provided above.

City Policies and Requirements

Please refer to City policy and requirement CP29, CP36, CP38, and CP39 above.

Impact

As stated previously in the existing plus project scenario, implementation of the proposed plan may increase the future traffic volumes along Highway 160 which will add to the noise levels of this area significantly. Like the existing plus project scenario, under 2010 conditions the 70 CNEL noise contour will be within the boundaries of the mobile home park area. However, under these cumulative traffic conditions the 70 CNEL noise contour will be located approximately 359 feet from the center of the roadway. Most of the mobile home park area will be subject to CNEL levels of 70 or greater. These greater levels are generally considered unacceptable for residential uses. This is a significant cumulative impact which can be partially mitigated with implementation of the mitigation measures 12-14, but remains significant and unavoidable. Applicable City policies and requirements which partially address this impact have been incorporated into the project and are identified below.

Mitigation Measures

Mitigation measures 12-14 would apply.

City Policies and Requirements

City policies and requirements CP31 and CP35 noted above would apply.

Impact

The future circulation plans provide for the construction of the Arden-Garden Connector, the Exposition Boulevard Extension, the Evergreen Street Extension, and additional road improvements to accommodate increased traffic. Due to the increased levels of traffic that are associated with the proposed plan, more areas will experience increased noise levels. Many of the areas surveyed will not result in significant noise impacts because the surrounding areas are designated for industrial, office, or retail uses and those uses allow for greater noise levels. Impacts associated with circulation improvement-related noise are considered less than significant.

Mitigation Measures

None required.

City Policies and Requirements

None applicable.

LEVEL OF SIGNIFICANCE

Impacts associated with aircraft noise are considered less than significant. Significant impacts that can be mitigated to a level of insignificance include increased noise levels associated with temporary construction noise and railroad noise.

Impacts identified as significant, but partially mitigated include noise impacts on proposed land uses along the eastern corridor of El Camino Boulevard in the Special Planning District, increased noise levels to the parkland area along Highway 160, and the cumulative impacts associated with the proposed plan in conjunction with other plans.

Existing noise impacts associated with residential uses along El Camino Boulevard, Arden Way, Del Paso Boulevard and Highway 160 are considered significant and unavoidable impacts.

GEOLOGY/SOILS

GEOLOGY/SOILS

INTRODUCTION

The following description of geologic and soils conditions in the project area is based primarily upon literature reviews. Geotechnical information included in the Arden-Garden Connector EIR (1986), the Sutter's Landing Park and Richards Connector EIR (1990), and the City of Sacramento General Plan Update EIR (1987) is incorporated by reference in this section.

EXISTING CONDITIONS

The project area is located in the broad flat plain of the Sacramento Valley. The Valley forms a structural trough between the Sierra Nevada and Coast Range mountains. Natural elevations range from approximately 10 to 25 feet above sea level (U.S. Geological Survey 1967). In this area, surface post-Eocene deposits lie over sedimentary rocks and deposits of either the Cretaceous or Eocene age. Exhibit 20 indicates the surface geology of the City of Sacramento General Plan Area.

Compressible/Collapsible Soils and Ground Subsidence Potential

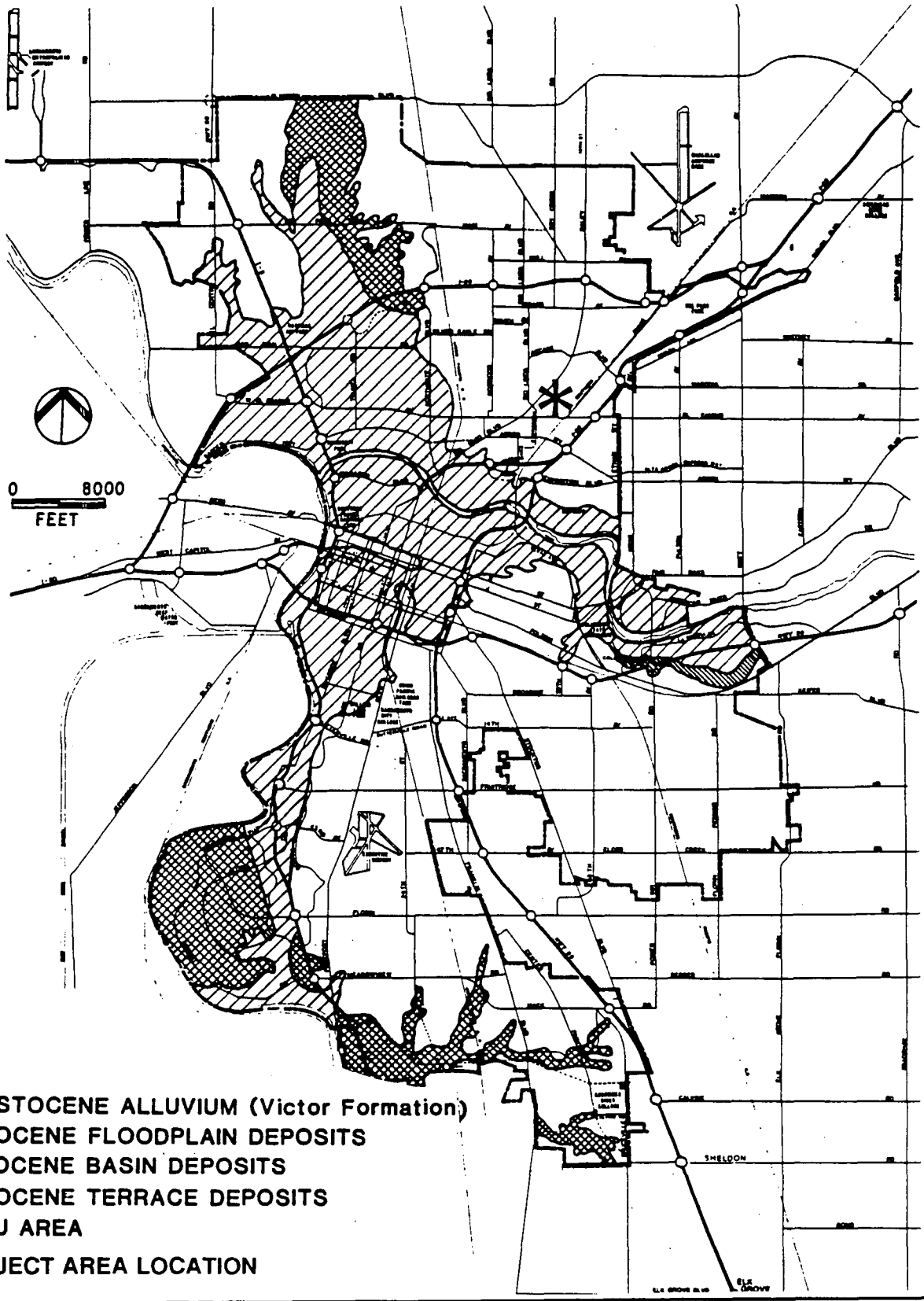
Portions of the project area near and below SR 160 are underlain by alluvial deposits of the American River consisting of unconsolidated silts and sands. Loose or soft sand, silt, and clay materials known to exist on-site may be compressible and subject to settlement under proposed structural loads. Conditions may vary widely throughout the site. Please refer to Exhibit 21 for a general soil map of the City of Sacramento.

Expansive Soils

Surface and shallow subsurface silt type soils present throughout the project site have been identified as slightly to moderately expansive.

Seismicity and Faulting

There are no known active faults or Alquist-Priolo special studies zones underlying the study area and surrounding Sacramento Metropolitan area. Seismic hazards in the area are associated with fault systems located some distance away. Faults and fault zones within close proximity to Sacramento include the Dunnigan Hills fault, 30 miles to the northwest; the Midland fault, 35 miles to the northwest; and a number of small faults to the east along the Sierra Nevada foothills (Greensfelder 1974). While there are no known active faults in Sacramento, earthquakes in surrounding areas could cause ground shaking that would be felt locally.



Source: City of Sacramento

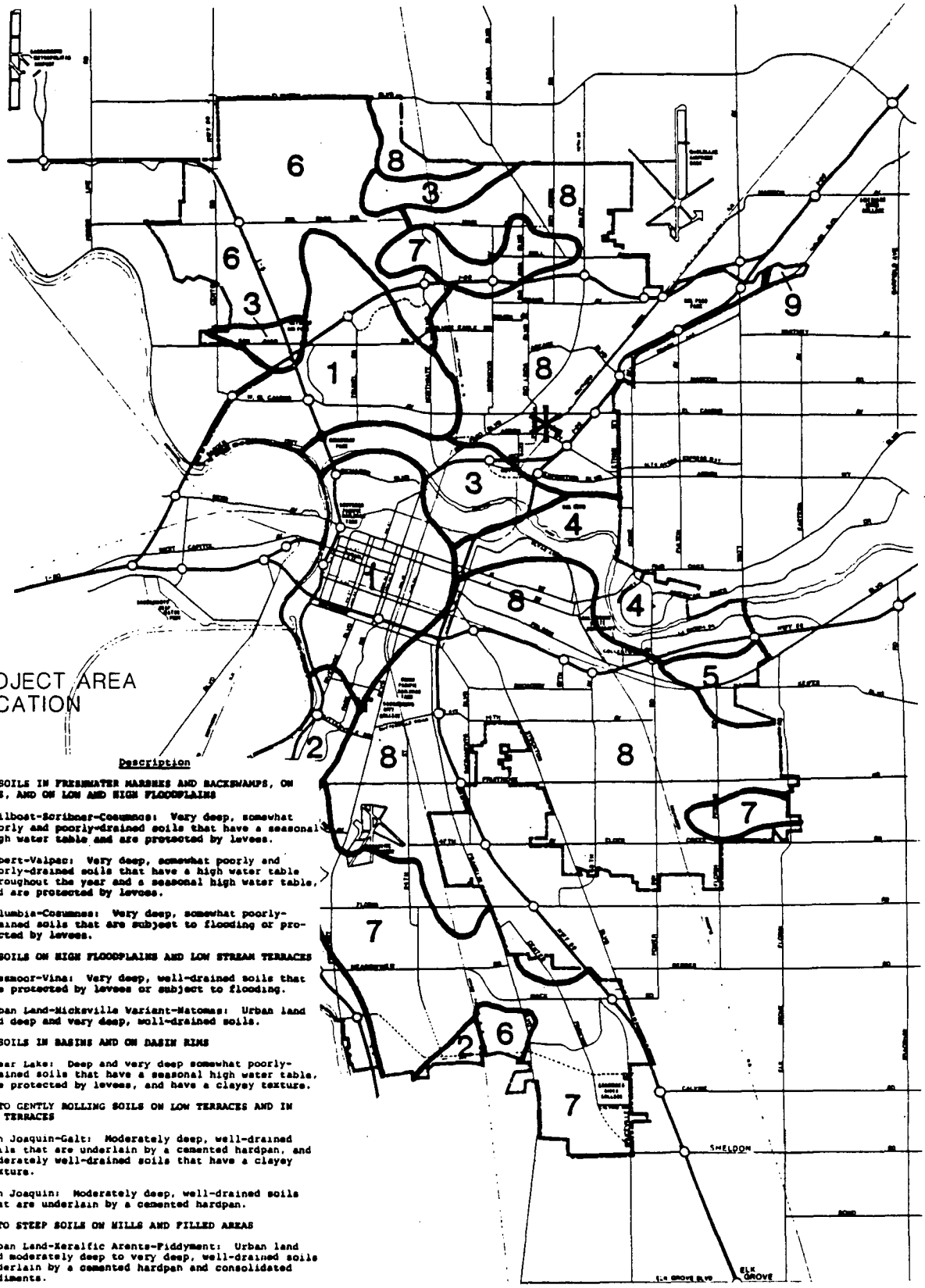
SURFACE GEOLOGY

NORTH SACRAMENTO REDEVELOPMENT PLAN EIR
Sacramento Housing and Redevelopment Agency

STA inc.

no scale

Exhibit 20



Map Symbol	Description
	NEARLY LEVEL SOILS IN FRESHWATER MARSHES AND BACKSWAMPS, ON NATURAL LEVEES, AND ON LOW AND HIGH FLOODPLAINS
1	Sailboat-Scribner-Cosumnes: Very deep, somewhat poorly and poorly-drained soils that have a seasonal high water table and are protected by levees.
2	Egbert-Valpac: Very deep, somewhat poorly and poorly-drained soils that have a high water table throughout the year and a seasonal high water table, and are protected by levees.
3	Columbia-Cosumnes: Very deep, somewhat poorly-drained soils that are subject to flooding or protected by levees.
	NEARLY LEVEL SOILS ON HIGH FLOODPLAINS AND LOW STREAM TERRACES
4	Rossmoor-Vina: Very deep, well-drained soils that are protected by levees or subject to flooding.
5	Urban Land-Hicksville Variant-Natomas: Urban land and deep and very deep, well-drained soils.
	NEARLY LEVEL SOILS IN BASINS AND ON BASIN RIMS
6	Clear Lake: Deep and very deep somewhat poorly-drained soils that have a seasonal high water table, are protected by levees, and have a clayey texture.
	NEARLY LEVEL TO GENTLY ROLLING SOILS ON LOW TERRACES AND IN BASINS OF LOW TERRACES
7	San Joaquin-Galt: Moderately deep, well-drained soils that are underlain by a cemented hardpan, and moderately well-drained soils that have a clayey texture.
8	San Joaquin: Moderately deep, well-drained soils that are underlain by a cemented hardpan.
	NEARLY LEVEL TO STEEP SOILS ON HILLS AND FILLED AREAS
9	Urban Land-Xeralfic Arents-Fiddyment: Urban land and moderately deep to very deep, well-drained soils underlain by a cemented hardpan and consolidated sediments.

Source: City of Sacramento

GENERAL SOIL MAP

NORTH SACRAMENTO REDEVELOPMENT PLAN EIR
Sacramento Housing and Redevelopment Agency

STA inc.

no scale

Exhibit 21

The nearest major active faults (as determined by the California Division of Mines and Geology; Hart, 1985) to the project site are the Green Valley fault (47 miles southwest), the Greenville fault (43 miles southwest), the Hayward fault (62 miles southwest), the Rogers Creek-Healdsburg fault (56 miles west), and the San Andreas fault (75 miles southwest). Potentially active faults closer to the site include the New Melones fault zone, the Bear Mountain fault, the Auburn Shear fault zone, the Dunnigan Hills fault, and the Midland fault.

The greatest shaking reasonably expected at the site would be from an earthquake expected to occur once every 100 to 200 years on the Concord-Green Valley fault or the San Andreas fault. Such an event would cause up to approximately 0.08 g (1.0 is equal to the force of gravity) of horizontal shaking at the site. This is equivalent to Modified Mercalli Intensities of VI (felt by all, some heavy furniture moved, damage slight) to VII (noticed by persons driving vehicles, damage considerable in poorly-built structures, damage negligible in buildings of good design and construction). The greatest earthquake intensity experienced in Sacramento in historic time was from the 1892 Vacaville-Winters earthquake, a magnitude 6.5 event that caused Modified Mercalli Intensities of VI in the Sacramento area (Bennett, 1987). The 1906 San Francisco earthquake caused Modified Mercalli Intensities of V to VI in the Sacramento area (reported in Bolt and others, 1977).

Based on recorded history, it is expected that Sacramento experiences ground shaking on a modified Mercalli Intensity of VII or VIII (City of Sacramento 1974). Shaking of this intensity would cause minor to moderate damage.

Liquefaction Potential

Liquefaction is a process that can occur when saturated, loose sands are subjected to heavy ground shaking during an earthquake. When this occurs, soils at or near the surface can lose all strength and are incapable of supporting structures. Even isolated saturated sand lenses within 20 feet of the surface can liquefy and cause significant ground failure (Committee on Earthquake Engineering, 1985). Loose sands have been found at various depths in the project area and at times of high groundwater, these deposits may be saturated. Earthquakes of magnitudes expected to emanate from any of several nearby faults would be strong enough at the site to induce liquefaction in susceptible sand layers.

Shallow groundwater and near-surface soils consisting of unconsolidated silt and sand are known to exist throughout the project area to 30 feet below the ground surface. Groundwater ranges from 8 to 19 feet below the surface from the southwest toward the northeast, respectively.

IMPACTS AND MITIGATION

According to CEQA Appendix G (r), a project will normally have a significant effect on the environment if it will expose people or structures to major geologic hazards.

Compressible/Collapsible Soils

Impact

Differential settlement of compressible soils that exist in the project area could potentially cause severe damage to foundations of structures due to non-homogeneous subsurface conditions. Recompaction of compressible soils during grading could result in shrinkage by approximately 5 to 15 percent. Permanent dewatering, if needed, could induce subsidence if not properly addressed by a geotechnical engineer.

The weight of new artificial fill could cause consolidation of underlying unsuitable natural soil and subsequent settlement of the fill, which could continue for years. The amount of settlement would be dependant on several factors, including: 1) compressibility of the natural unsuitable soils (potential for consolidation), 2) thickness of unsuitable layers, 3) depth of unsuitable soil layer(s), 4) depth to groundwater, and 5) height of the new fill.

The addition of irrigation water and variations in groundwater level within collapsible soils can induce hydroconsolidation and settlement which may adversely affect utilities and structures. Hydroconsolidation occurs when water is introduced to loose/porous soils causing densification of the soil material through the collapse of pores and/or intergranular space. Settlement may also occur in man-made fills if they have not been properly compacted. Noncohesive, poorly consolidated/compacted subsurface soils may be subject to sloughing and caving when exposed in trench walls for underground utility excavations. Impacts associated with compressible/collapsible soils can be mitigated to a level of insignificance with implementation of mitigation measures 15 - 19.

Mitigation Measures

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

    a. Inducement of subsidence onsite through permanent dewatering.

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

    c. Settlement in areas of man-made fill.

    d. Sloughing and caving of noncohesive, poorly trenched walls when excavating for underground utilities.

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

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

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

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

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

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

City Policies and Requirements

None required.

Expansive Soils

Impact

Expansive soils not detected prior to construction may severely damage structural foundations, slabs, pavements, lake linings, and exterior flatwork. Because geologic conditions vary widely, it is difficult to generalize about expansive soil potential; therefore, expansive soils may occur in areas thought to be free of this condition.

Grading operations required to bring construction sites to design grade can result in the presence of both expansive and nonexpansive soils on a single lot unless selective grading

procedures (use of a single soil type or a well mixed blend of two or more soil types near finished pad elevation) are utilized.

Recompaction of soils with expansive potential can increase the possible adverse affects to structures, to fill slopes, and flatwork. Expansive soils compacted to a higher degree of compaction than natural uncompacted conditions will have a tendency to expand with the addition of irrigation or runoff water. If compacted expansive soils are allowed to dry out, shrinkage would occur which could also affect structures and flatwork. Repetitive wetting and drying of expansive soils on a compacted slope would tend to cause surficial instability of the slopeface through repetitive expansion and contraction with subsequent reduction of in-place density.

Expansive soils can inhibit achievement of proper compaction during fill placement because of the difficulties in achieving optimum moisture conditions in silt or clay-type soils. Proper compaction is considered to be at least 90 percent of the maximum density for a specific soil type as determined by Test Method ASTM D1557-78. Compaction is a function of the amount of moisture in the soil and the maximum density within a narrow range. (Optimum Moisture Content is also determined through Test Method ASTM D1557-78).

Grading and recompaction required to construct the proposed project with the expansive soils known to exist, creates a potentially significant project-specific impact. Impacts associated with expansive soils can be mitigated to a level of insignificance with implementation of mitigation measures 20 - 24. Applicable City policies and requirements which have been incorporated into the proposed project are provided below.

Mitigation Measures

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

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

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

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

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

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

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

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

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

    b. Use of moisture barriers around foundations.

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

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

City Policies and Requirements

City of Sacramento General Plan: Health and Safety Element

CP43. A. Continue to require soils reports and geological investigations for determining liquefaction, expansive soils and subsidence problems on sites for new subdivision and/or multiple-story buildings in the City of Sacramento.

City of Sacramento Building Code

CP44. Require compliance with Uniform Building Code guidelines and standards for reinforcement of structural slabs and foundations and proper grading to minimize the affects of expansive soils onsite.

Seismicity and Faulting

Impact

The proposed project will involve the increased exposure of people, structures, and objects to seismic hazards such as severe ground shaking at a maximum intensity of VIII (Modified Mercalli Scale). In such an instance, some damage may occur to structures such as cracking or structural failure. This is a significant impact which is partially addressed by the inclusion and incorporation of seismicity-related City policies and requirements into the proposed project, but remains significant and unavoidable. Applicable City policies and requirements are provided below.

Mitigation Measures

None required.

City Policy and Requirement

City of Sacramento Building Code

CP45. Require that all new structures and systems be engineered in accordance with Uniform Building Code Seismic Standards.

Liquefaction Potential

Impact

Seismic-induced liquefaction can cause ground failure resulting in severe damage to buildings, flatwork, pavement and underground utilities. The potential for liquefaction can vary over short lateral distances, and the liquefaction potential on the project site may vary from one building site to the next. Some sandy and silty soils in the project area may be susceptible to liquefaction. This is a potentially significant project-specific impact. The proposed project incorporates City policies and requirements related to liquefaction. Those which apply are referenced below. Mitigation measure 25 has been provided to reduce liquefaction impacts to a level of insignificance.

Mitigation Measures

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

City Policies and Requirements

Refer to City policy and requirement CP43 and CP45 provided above.

CUMULATIVE IMPACTS

In conjunction with other past, present, and reasonably foreseeable future projects, the proposed project will involve the exposure of people, structures, and objects to seismic hazards such as severe ground shaking. In such an instance, some damage may occur to structures such as cracking or structural failure. This is a significant cumulative impact which can be partially mitigated, but remains significant.

LEVEL OF SIGNIFICANCE

Project-specific impacts associated with compressible/collapsible soils, expansive soils, and liquefaction potential can be mitigated to a level of insignificance.

Project-specific and cumulative impacts related to seismicity and faulting remain significant and unavoidable.

HYDROLOGY

HYDROLOGY

INTRODUCTION

The following description of hydrologic conditions in the project area is generally based upon literature reviews. Information included in the Arden-Garden Connector EIR (1986), the Land Use Planning Policy within the 100-Year Flood Plain EIR (1990), and the City of Sacramento General Plan Update EIR (1987) is incorporated by reference in this section.

EXISTING CONDITIONS

The project area is located in the Sacramento Valley at the confluence of the Sacramento River and one of its principal tributaries, the American River. The Sacramento River originates in the Cascade and Trinity mountains of northern California and southern Oregon and drains the northern half of California's Central Valley. The American River originates in the Sierra Nevada Mountains west and south of Lake Tahoe. Forty miles south of the project area in the Delta, the Sacramento River joins the San Joaquin River draining the southern Central Valley; together they flow into the San Francisco Bay.

The Sacramento Basin is bounded by the Sierra Nevada on the east, the Coast Ranges on the west, the Cascade Range and Trinity Mountains on the north, and the Delta-Central area on the south. The Sacramento Basin is about 280 miles long and up to 150 miles wide. It has a land area of 26,500 square miles and a water area of 400 square miles.

The Sacramento River is the principal stream in the basin. Its major tributaries are the Pit and McCloud Rivers, which join the Sacramento River from the north, and the Feather and American Rivers, which are tributaries from the east. Six smaller tributaries to the Sacramento River also pass through and drain the area. Dry Creek, Magpie Creek, and Arcade Creek flow through the portion north of the American River and enter the Natomas East Main Drainage Canal to form a single tributary to the Sacramento River. Morrison Creek, Elder Creek, and Laguna Creek flow through the southern portion of the area and join to also form a single Sacramento River tributary. The average runoff from the basin is second only to the North Coastal Basins and is estimated at 21.3 million acre-feet per year. The melting snowpack in the Sierra Nevada maintains stream-flow during most of the summer.

Average annual precipitation in the Sacramento River Basin ranges from approximately 14 inches in the valley north of Sacramento near Colusa to as high as 90 inches at localized areas in the Sierra Nevada mountains northeast of Oroville. In the American River Basin the rainfall ranges form approximately 18 inches in the Sacramento area to in excess of 80 inches in the Sierra northeast of Sacramento in the Blue Canyon area.

The entire Central Valley is underlain by a vast thickness of alluvium that was derived from surrounding mountains, transported by these and other streams, and deposited in shallow seas or river floodplains. This alluvium is now saturated below a relatively shallow depth. Thus, the sedimentary layers underlying the project area region are a part of a major aquifer system that extends throughout the Central Valley from Red Bluff to Bakersfield.

During major flood events, high flows can occur throughout the Sacramento and American River system. The relative timing of these flows can accentuate the flood risk since the high water levels in a primary stream can result in a "backwater" effect which reduces the effective slope and capacity of the tributary or incoming stream.

An example of this effect would be the lower reach of the American River. The flood water surface elevations in the American are "controlled" or affected by the Sacramento River water surface elevation either at the mouth of the American or at the Sacramento River. Under most conditions the water surface in the American "backs up" from its mouth. During maximum peak flows, there is actually a "flow reversal" when a portion of the flow from the American moves upstream in the Sacramento River to the Sacramento Weir. Numerous other local flood control and drainage facilities are also impacted by the high water levels in the main channels. The flood water levels in the Natomas East Main Drainage Canal (NEMDC) are controlled by the "back up" from the American River. In turn, the water levels in Dry Creek and other tributaries to the NEMDC are controlled by the water surface in this canal. The capabilities of other tributary streams such as the Chicken Ranch Slough area are also affected by the water level in the American River.

Due to the relatively flat terrain of the Central Valley, this "backwater" effect is a significant controlling factor for most natural streams and flood control or drainage channels in the region. This effect was significantly demonstrated during the February 1986 flood event which was characterized by the long duration of the storm that caused high water levels in the primary steams. Near the end of this storm period, an intense period of precipitation was experienced resulting in high runoff that could not be adequately handled due to the "backwater effect" of the primary streams that were already at high levels.

Flooding

100-Year Flood Plain Policy

According to the Land Use Planning Policy within the 100-Year Flood Plain in the City and County of Sacramento Final EIR, portions of the project area lie within the 100-year flood plain as identified by the Federal Emergency Management Agency (FEMA) in the 1989 preliminary Flood Insurance Map. The City and County of Sacramento adopted a Land Use Planning Policy on February 6, 1990 in response to the flood protection requirements of the Special Legislation for the Sacramento area contained in the McKinney Homeless Assistance Act of 1988. The proposed Land Use Policy has five components. None of these apply to properties within the project area boundaries.

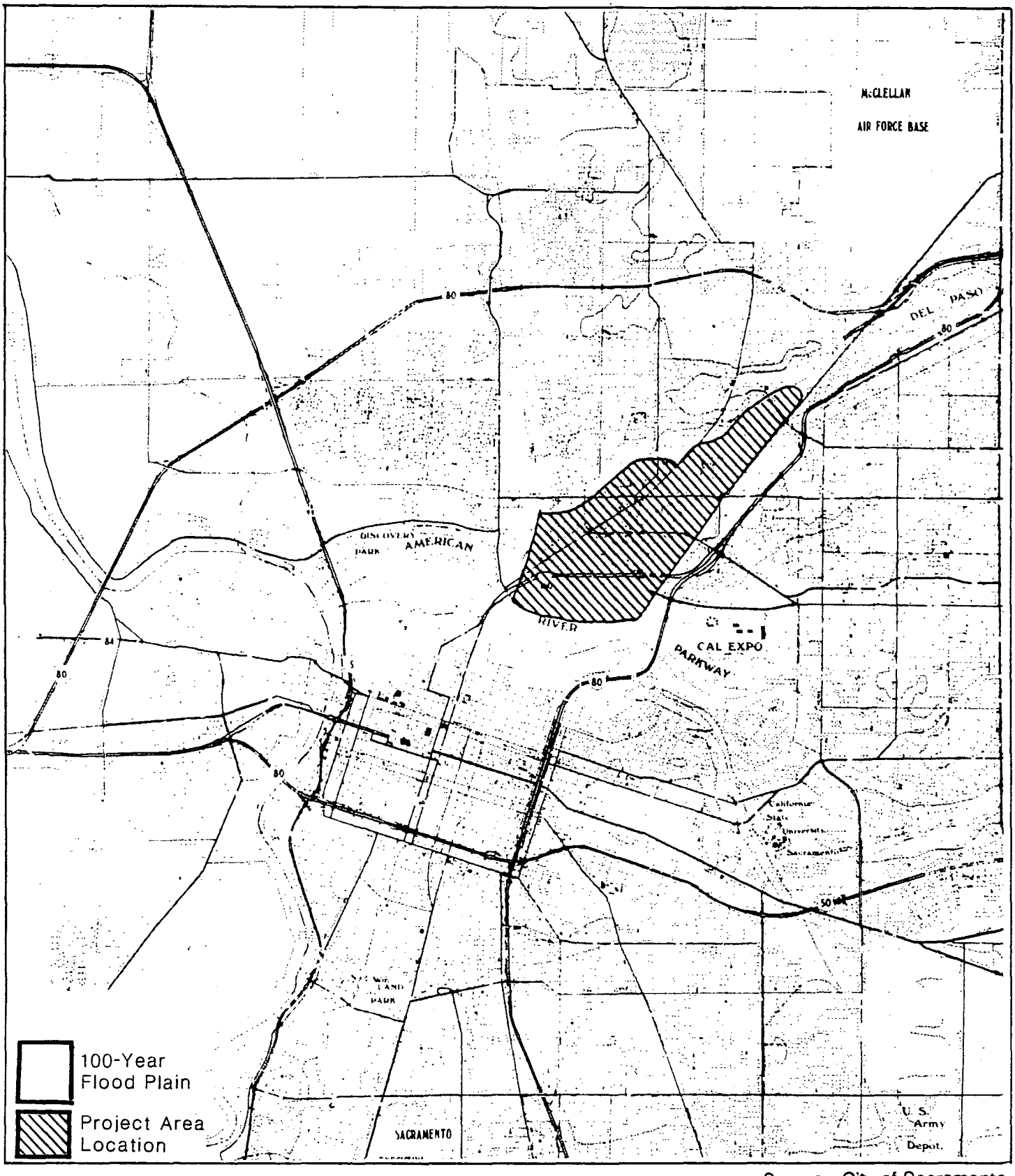
Portions of the project area lie within the 100-Year Flood Plain (refer to Exhibit 22). Policies recommended by the Sacramento Metropolitan Flood Protection Task Force, a joint City-County effort, include notification of prospective purchasers of new structures located within the flood plain, and the assumption of risk by owners of affected property who wish to develop their properties. These policies were determined not to be projects under CEQA and were not included in the February 1990 Final EIR. These policies may affect the project area. The adopted policies are as follows:

> Notice
>
> Sellers of any new structures permitted to be built in the flood plain, and any agents or brokers representing such sellers, are required to give notice of the flood danger to prospective purchasers as soon as practicable before transfer of title. Where such transfers are processed through escrow, the primary escrow agent is required to verify that the notice has been delivered. This procedure applies to the initial sales of new structures and to any resales of these structures.
>
> Assumption of Risk
>
> Prior to issuance of a building permit for any new construction or substantial improvement ($50,000 or more) of an existing structure in the flood plain, the owners of the affected property must sign an agreement with the City acknowledging and assuming the risk of flooding, waiving any flood-related property damage claims against the City/County and indemnifying the City/County against any such claims. The agreement further requires that the owner give notice of the flood danger to any person who subsequently acquires an ownership of possessory interest in the property and obtain from any such person a waiver of flood-related property damage claims on behalf of the City/County. Compliance with this third-party notice and waiver provision entitles the owner to be released from any obligation to indemnify the City/County."

The City anticipates that future planned physical improvements to the flood control system will eventually create enough flood protection "to render the land use and notification policies unnecessary" (Land Use Planning Policy within the 100-year Flood Plain Final EIR).

Existing Level of Flood Protection and Associated Flooding Risk

Prior to the early 1900's, flooding occurred regularly in the Sacramento Valley. Natural levees had developed along the creeks and rivers, but winter storms regularly caused overtopping of banks and spreading of floodwaters across broad areas.



Source: City of Sacramento

100-YEAR FLOOD PLAIN

NORTH SACRAMENTO REDEVELOPMENT PLAN EIR
Sacramento Housing and Redevelopment Agency

STA inc.

no scale

Exhibit 22

Sacramento now has an extensive system of man-made levees and floodways which protect most of the City from flooding. Levees now constrain flood flows of the Sacramento and American Rivers to rather narrow flood channels. Excessive flows in the Sacrament River are diverged through weirs into the Yolo Bypass, a broad agricultural plain west of the City, bordered by levees. In the absence of this flood control system, there would be a severe risk of flooding in most of the Sacramento Basin.

Development of the Sacramento flood control system has greatly diminished the extending of flood hazard area, and no portions of the City beyond the levied channels and floodplains of the Sacramento and American Rivers and currently designated as subject to flooding by these rivers during a 100-year runoff event.

The following is a discussion outlining types of levee failures and possible flooding scenarios that could occur in the project area with a 100-year flood event given the existing levels of flood protection along the Sacramento and American River systems.

Types of Levee Failure

Normally, a levee is considered to be inadequate and subject to failure when actual freeboard is less than the designed freeboard. Freeboard is the vertical distance from water surface to the top or crown of the levee. For the Sacramento River a minimum three-foot freeboard is required; for the American River a minimum five-foot freeboard is required. The freeboard is essentially a safety margin and when it is encroached upon, the levee is no longer considered safe. For example, the May 1989 preliminary Flood Insurance Rate Map (FIRM), is based on the assumption that levee failures occur at the most critical locations when the freeboard requirement is not met. Levee failures result from one of four basic conditions, including overtopping, erosion, structural instability or sloughing, and seepage or piping.

Overtopping

Overtopping is probably the least common cause of failure since most levee failures have occurred before the water surface elevation reaches the levee crown. An overtopping failure is the most "predictable" and preventable since the rise in water levels can be monitored and sandbags or additional earth material can be added. An overtopping failure usually will result in a levee breach caused by erosion of the levee material as the water flows over the levee section at high velocities.

Erosion

An erosion failure is the result of eroding or washing away of the levee section due to high velocity flows or waves. A potential erosion failure can be prevented by placing erosion-resistant material, such as a rock or concrete on the eroding surface. Generally, a levee will

fail due to instability caused by the loss of the levee section before it completely erodes away. An erosion failure can occur rapidly once the process is started.

Structural Instability

A structural failure is generally the result of an unstable levee section. The strength of the levee section is reduced with high water levels since a larger percentage of the levee becomes saturated with water. The saturation reduces the friction or cohesion between soil particles. An instability or sloughing failure can be partial or complete. A partial failure, such as occurred on the Sacramento River along the Garden Highway during the 1986 flood, can be corrected by the placement of additional material to reinforce the levee section.

Levee failures can be rapid and catastrophic, such as occurred at Rio Linda and Olivehurst during the 1986 flood. When these failures occurred, the water levels in the Yuba River were well below the design freeboard. This levee apparently failed due to some unknown structural defect.

Seepage or Piping

A seepage, or "piping," failure is the result of water moving through the levee at a rate high enough to cause erosion of the levee material within the levee section. This results in the formation of a void, or "pipe," through the levee section that leads to the sudden collapse of the levee. This type of failure can result from the use of very fine grained silty or sandy materials for the levee construction, such is the case for significant portions of the Sacramento River levees. Tree roots and rodent holes in the levee section can also result in a flow path that may cause this type of failure.

This failure can be prevented if the seepage is noted early enough to implement corrective measures such as the placing of sandbags on each dike around a point where a seepage "boil" is noted on the land side of the levee. A "boil" is the point where the earth material and seepage water are escaping on the land side of the levee. The placement of the sandbags on the dike results in a small "pond" of water which reduces the "head" (difference in water levels between the stream and the land side), thereby reducing the seepage flow velocity. Permanent corrective measures for seepage include the construction of an impermeable "cutoff wall" in the levee section, or collection drains on the land side of the levee.

Possible Flooding Scenarios

Studies conducted by the U.S. Army Corps of Engineers indicate that portions of the American River levee in Sacramento and immediately upstream, and portions of the NEMDC levee, do not have sufficient height to prevent levee failure from overtopping or floodwater encroachment into the design "freeboard" during a 100-year runoff event (Rice pers. comm.). Included in the identified locations is the west levee of the NEMDC in South

Natomas. The NEMDC runs along the southwestern portion of the project area, parallel to the Union Pacific Railroad tracks.

The following are a series of possible flooding scenarios in Natomas, and the remaining flood plain area should a 100-year flood occur given existing flood control conditions. Exhibit 16 indicates areas to be protected by Federal flood protection and depth of flooding.

Natomas

The Natomas area abuts the southwestern portion of the project area. It is currently believed to have approximately 40-year protection given the current flood control conditions along the Sacramento River, American River and the NEMDC. The Natomas area potentially could be inundated by both the Sacramento and the American river systems by depths of 8 to 23 feet of water.

According to the City of Sacramento's Area Evacuation Plan, flooding in the Natomas area could occur as a result of levee overtopping or levee failure. Overtopping of the NEMDC caused by backwater flows from the American River and peak flows on Dry Creek and Arcade Creek, is likely to occur slowly, providing a warning time of up to several hours. A sudden levee break along the Sacramento or American River systems would result in extensive flooding with relatively little warning.

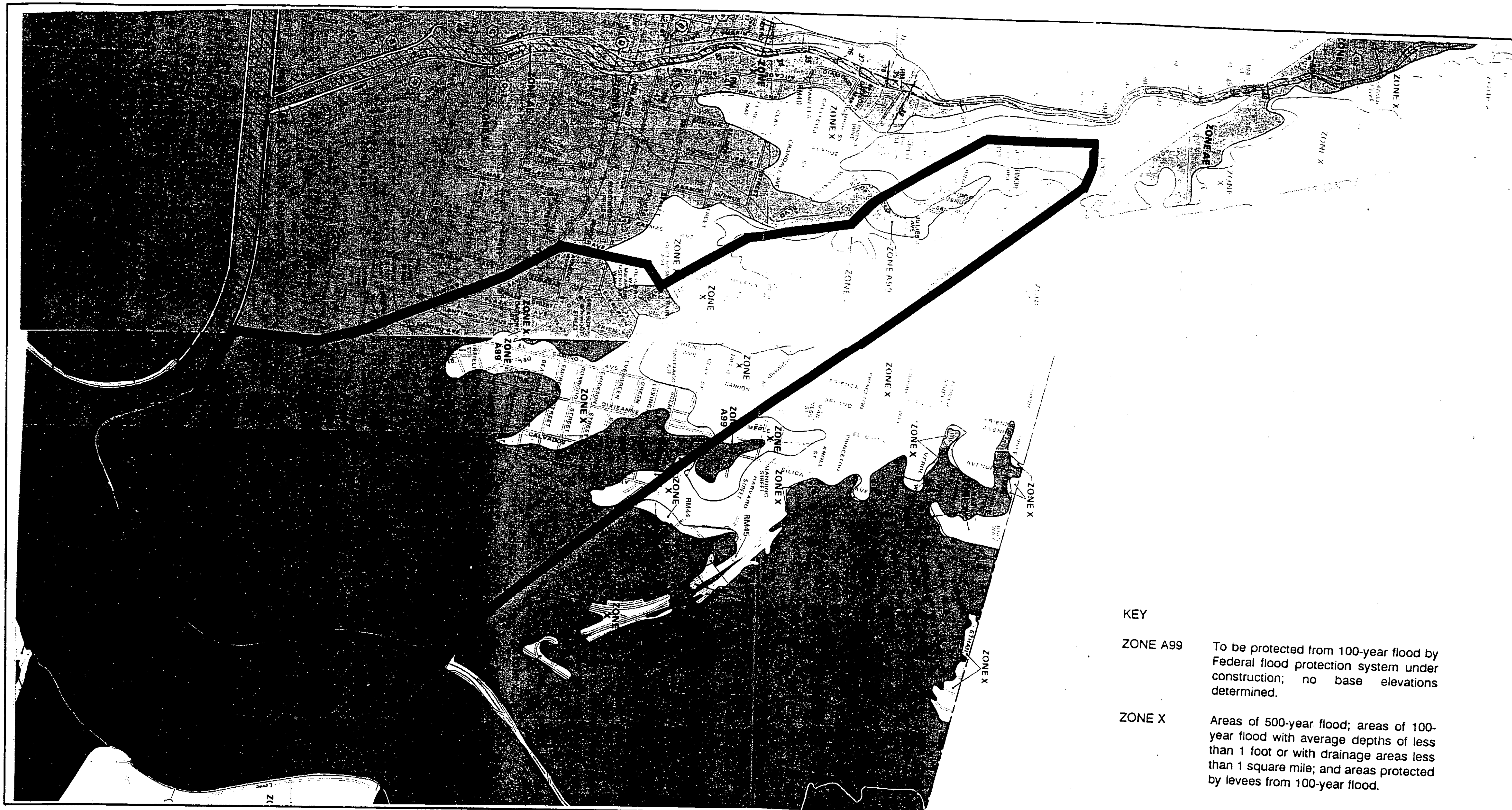
In the City of Sacramento's "Imminent/Actual Flooding Conditions (Levee Overtopping/Failure) Natomas Area", four locations were evaluated assuming a 500-foot levee break. The following discussion is that which pertains most directly to the project area.

The Remaining Flood Plain Area

In general, the levee systems along the Sacramento and American rivers are believed to have approximately 63-year protection unless otherwise stated. There are numerous flooding scenarios which could impact the areas in the flood plain. Some of these will be described using information collected from the Army Corps of Engineers (Sibilsky and Yarwood, 1989).

AMERICAN RIVER NORTH LEVEE

The reach of the American River north levee from the California Exposition grounds upstream to the Arden Sewage Treatment Plan has insufficient freeboard. Flooding beginning upstream of Watt Avenue would be restricted at the Watt Avenue/American River Drive undercrossing. This flooding would continue westerly along the north side of the river levee into the Campus Commons area. High ground near Arden Fair in conjunction with the earthen barrier around the California Exposition race track can cause flood waters to pond and force them to overtop the river levee and flow back into the river. Failure of the race track embankment from freeboard encroachment would cause severe flooding of the



KEY

ZONE A99	To be protected from 100-year flood by Federal flood protection system under construction; no base elevations determined.
ZONE X	Areas of 500-year flood; areas of 100-year flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 100-year flood.

Source: Federal Emergency Management Agency

FLOOD MAP

NORTH SACRAMENTO REDEVELOPMENT PLAN EIR
Sacramento Housing and Redevelopment Agency

STA inc.

no scale

Exhibit 23

California Exposition/Arden Fair and North Sacramento areas. Floodflow would be restricted at the Southern Pacific Railroad/State Highway 160 undercrossing but would ultimately overtop the railroad tracks between State Highway 160 and Arden Way and potentially result in flooding of the project area. The flood waters would pond against the levee systems of the Natomas East Main Drainage Canal, Arcade Creek, and the American River north levee at the Union Pacific Railroad crossing.

NATOMAS EAST MAIN DRAINAGE CANAL

Flows routed through the NEMDC would be affected by the loss of storage due to the backwater effects from the American River, and by the timing of incoming flows, particularly from Arcade Creek where the peak flow occurs before the peak flows on Dry Creek. Levee failures from freeboard encroachment were evaluated for several reaches along both the east and west embankments of the NEMDC. The failed reaches that were determined by initial evaluation to cause the greatest inundation were then studied further to ascertain the full extent of flooding in overbank areas. The results of these analyses indicated the potential for flooding in the North Sacramento region south of Arcade Creek due to failures along the canal east levee. Inundation of the North Sacramento region would be due principally to American River flood waters. Overflow from the Sacramento River would flood the district to a greater extent. This could potentially result in flooding in the westernmost portions of the project area.

Water Quality

Surface Water

No surface water quality data exists for the Natomas East Main Drainage Canal in the project area. Several water quality investigations have been conducted on the tributary Dry Creek stream (Finlaysen 1978, Dewante and Stowell Consulting Engineers 1980). These studies were undertaken to assess water quality impacts related to wastewater treatment facilities discharging into Dry Creek. Dewante and Stowell Consulting Engineers (1980) measured several water quality parameters in the Natomas East Main Drainage Canal upstream of the project area for these studies. Measured water quality parameters included:

- pH
- Temperature
- Dissolved oxygen
- Nitrate nitrogen
- Nitrite nitrogen
- Ammonia nitrogen
- Total Kjeldahl nitrogen
- Total phosphate (as phosphorus)
- Ortho phosphate (as phosphorus)

The water quality of the Natomas East Main Drainage Canal is significantly affected by the tributaries to the canal. These streams drain agricultural, rural, and urban lands. Sewage treatment facilities discharge effluent into several tributaries. Garbage from illegal dumping is common. Subsurface and surface irrigation return flows and storm drainage flows are discharged into the Natomas East Main Drainage Canal as well. Consequently, the water quality of this canal in the project area is determined by land use considerations.

The irrigation return flows can significantly affect water quality. The subsurface returns have been found to be devoid of oxygen while surface returns contain high nitrogen and phosphorus levels (Dewante and stowell Consulting Engineers 1980).

Water quality in the American River is generally quite good. Water quality concerns have, in recent years, focused on trace concentrations of pesticide and industrial solvent chemicals. The American River floodplain carries water only at very high flows when water quality problems are reduced.

Groundwater

The aquifer system underlying the Sacramento area is part of the larger Central Valley groundwater basin. The system is recharged by the Sacramento, American and Cosumnes Rivers and other tributary streams, by subsurface inflow form the area to the east, and by deep percolation of precipitation and surface water applied to irrigated cropland. Groundwater is depleted by pumped extractions of groundwater for municipal, industrial, and agricultural purposes. Groundwater within and adjacent to the area moves in response to these patterns of recharge and to pumpage (Metcalf and Eddy, 1985).

The geologic formations that constitute the water-bearing deposits underlying the area consist of an upper aquifer that is hydraulically isolated from a lower aquifer consisting principally of Mehrten Formation. The Mehrten Formation is a major source of groundwater. It consists of 200-1,200 feet of volcanic sands, interbedded clay, and hard, dense layers of volcanic rock. It contains numerous buried channels containing coarse-grained river sands and gravels.

Groundwater levels in the Sacramento area have been declining since as early as 1940. Between 1940 and 1968 the groundwater level dropped an average of one foot per year (California Department of Water Resources 1974). This prompted concern for the gradual lowering of groundwater levels and the reduction in volume of groundwater in storage. Groundwater levels generally continued to decline, with an average lowering of 0.68 feet per year between 1968-1980. The pattern of pumping has continued and the current rate of decline is about 1.5 feet per year.

Groundwater supplies throughout Sacramento County are generally of good quality. The primary mineral problem is one of high iron and/or manganese levels. These minerals can affect the taste of water and can form insoluble precipitates that stain laundry and porcelain

fixtures. The occurrence of high iron and manganese levels appears to be related to leaching of these minerals from overlying soils.

Within the project area there is potential for groundwater contamination due to the presence of leaking underground tanks or other toxic materials at several locations. These sites are concentrated at the southern Del Paso Boulevard area, and the intersections of Grove Avenue/El Camino Avenue intersection, and Evergreen Street/Arden Way. The locations of all sites within the project area are depicted in Appendix G. According to Agency staff, leaking tanks are also present north of the project area at McClellan Air Force Base. The plume from these tanks extends to the project area.

IMPACTS AND MITIGATION

According to CEQA Appendix G (i) and (q), a project will have a significant impact on hydrology if it substantially degrades or depletes groundwater resources or substantially increases the risk of flooding.

Flooding

Impact

Applicants wishing to develop property within the 100-year flood plain will have to incorporate adequate flood protection measures. The Land Use Planning Policy within the 100-year Flood Plain in the City and County of Sacramento EIR recommends that the General Plan Land Use policies add measures to reduce risk of flood damage. These measures include "requirements to raise the elevation of the building pad or of the first floor of the structure one foot above the level of the 100-year flood." The projects also have to comply with any applicable Federal Emergency Management Agency requirements. Prior to the issuance of a building permit, the owners of affected property will have to sign an agreement with the City acknowledging and assuming the risk of flooding and the ensuing damage. Implementation of mitigation measures 26 - 29 will partially reduce impacts of exposure to flooding but they will remain significant and unavoidable. Compliance with City policies and requirements CP46 - CP49, which have been incorporated into the proposed project, will also partially address these impacts.

Mitigation Measures

26. City and County of Sacramento policies for A-99 zone projects shall be incorporated into planning, design and construction of the project. Prior to approval of any future special permits, design and construction plans depicting compliance with A-99 zone regulations shall be submitted to the City for review and approval.

27. During the planning, design, and construction of the project, the Agency shall coordinate storm and sanitary sewer improvements with the City Sewer Division and

Flood Control Office. The Agency shall design onsite drainage facilities to prevent street flooding during a 10-year storm event, and to prevent structural damage during a 100-year storm event.

28. Concurrent with project approval the City shall readopt the findings regarding flood related impacts set forth in the Land Use Planning Policy within the 100-Year Flood Plain in the City and County of Sacramento EIR.

29. Prior to issuance of building permits the applicant shall execute notice and waiver agreement as required by current flood related-City policy.

City Policies and Requirements

CP46. § 9.1103 Notice to Purchaser of New Construction.

(a) In connection with the sale of any new construction located in the A-99 zone, the seller, any real estate agent or broker representing the seller, and the primary escrow agent involved in the transaction shall:

(1) Provide the prospective purchaser with written notice of the flood danger in a form acceptable to the City Attorney; and

(2) Obtain the prospective purchaser's signed acknowledgement of receipt of the notice.

(b) The written notice required by this section shall be provided as follows:

(1) In the case of sales which must be preceded by the furnishing to prospective purchasers of a public report pursuant to Section 11018.1 of the California Business and Professions Code or a disclosure statement pursuant to Section 1102.2 of the California Civil Code, the seller and any real estate agent or broker representing the seller shall insure that the notice of the flood danger either accompanies or is included in the public report or the disclosure statement;

(2) In the case of sales to which paragraph (b)(1) does not apply, the seller and any real estate agent or broker representing the seller shall provide the notice of the flood danger to the prospective purchaser as soon as practicable before transfer of title; and

(3) In the event that escrow services are utilized in connection with any sales subject to this section, the primary escrow agent shall verify that the notice of the flood danger has been delivered as required under paragraphs (b)(1) and (b)(2). If for any reason the prospective purchaser has not received the

notice, then the primary escrow agent shall provide the notice to the prospective purchaser through the escrow process prior to transfer of title.

(c) This section shall apply to all sales of new construction which occur on or after August 25, 1989, provided that at the time of the sale the affected structure is located in the A-99 zone.

CP47. § 9.1104 Contractual Assumption of the Risk of Flooding

(a) As of August 25, 1989, no building permit shall be issued for any new construction or substantial improvements located in the A-99 zone unless the owners of the new construction or the persons contracting for the substantial improvements execute an agreement with the City, in a form acceptable to the City Attorney, whereby such persons:

(1) Are notified of and expressly assume the risk that the new construction or substantial improvements may be subject to flood-related property damage;

(2) Unconditionally waive any claim of liability on the part of the City, or its officers, agents or employees for any flood-related property damage premised on the issuance of a permit for the new construction or substantial improvements;

(3) Expressly agree, in connection wit any transfer of an ownership interest, or a possessory interest of more than three years duration, in the new construction or the substantial improvements, to notify the transferee of the flood danger and obtain on behalf of the City the transferee's waiver of any claim for flood-related property damage premised on the issuance of a permit for the new construction or substantial improvements; and

(4) Agree to assume the defense of and indemnify the City and its officers, employees and agents from and against all claims for any flood-related property damage premised on the issuance of a permit for the new construction or substantial improvements, provided:

(i) In the case of new construction, the indemnification obligation shall become effective only in the event that the persons executing the agreement sell the new construction within three years after the execution date; and

(ii) In the case of substantial improvements, the indemnification obligation shall not apply if the substantial improvements add to or modify a residential structure occupied by the persons executing the agreement as of the execution date and for at least three years thereafter; and

(iii) The indemnifiers shall be released from this indemnification pledge if, at such time as the City seeks to enforce this pledge, the indemnifiers demonstrate that they have fully complied with the . .

CP48. § 9.1107 Additional Restrictions

Nothing contained in this Article shall preclude the City Council or the Planning Commission from imposing on a project by project basis such additional flood-related restrictions on new construction in the A-99 zone as the Council or Commission may deem appropriate based on best available flood data.

CP49. The City shall require project applicants to provide onsite and downstream drainage facilities sized to carry storm runoff expected for full allowable development of both upstream and downstream areas.

Impact

Implementation of the proposed redevelopment plan will result in an increase in the exposure of people, structures and objects to flood hazards. Most of the future development would occur in areas requiring continued levee protection. The most likely flooding would occur in association with the NEMDC. Flooding-related impacts to traffic could also occur in the event of flooding in the Sacramento River at Orchard Lane area. Major drainage improvements would be necessary in North Sacramento to entirely eliminate current flooding hazards. Compliance with City policies and requirements CP46 - CP49 which have been incorporated into the proposed project will partially address these impact. Implementation of mitigation measures 30 - 32 will partially mitigate these impacts, but they remain significant and unavoidable.

Mitigation Measures

30. The City and SHRA shall prohibit development in those areas where flood inundation time is less than two hours.

31. The City and SHRA shall contribute resources and financing to levee reconstruction in connection with development in the project area. This shall include, but not be limited to, portions of the Natomas East Main Drainage Canal levee. Development fees could be used to augment the contribution.

32. To reduce the risk of flooding throughout the area and avoid FEMA Floodplain designation, the City shall contribute resources and financing to reconstruction of low or structurally weak levees, reconstruction of the Folsom Dam spillway, and/or construction of a new storage reservoir on the American River.

City Policies and Requirements

City policies and requirements CP46 - CP49 noted above would also apply.

Water Quality/Groundwater

Impact

Any construction-related activity has the potential to impact water quality. Suspended solids and turbidity levels in streams may increase significantly below construction activities. Increased sediment concentrations can have a variety of adverse biological and physical effects on aquatic biota. Fuel, oils, grease, certain solvents, and lubricants are all petroleum products which are consumed in construction activities. Many of these products are water insoluble and form oily films on surface water.

The degree of construction-related impacts to water quality is partially determined by the time duration of the various construction activities and the rainfall distribution. Summer construction activities will decrease the sediment and other pollutant levels that may impact water quality.

Potential water quality impacts are greatest during construction activities for this type of project, although operations-related impacts can occur. Vehicular traffic may increase the amount of petroleum products and other chemicals in nearby waterways. Illegal dumping may increase along new roadways and access points.

Changes to water quality may also occur due to increases in runoff from impervious surfaces on sites which are presently vacant or under-utilized. Water quality may also be influenced by illegal dumping from new commercial and industrial uses.

Construction- and operations-related impacts on groundwater quality from projects of this type are expected to be less than significant. Impacts associated with surface water quality can be mitigated to a level of insignificance with mitigation measures 33 and 34.

Mitigation Measures

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

    - Minimize surface disturbance as much as possible;
    - Dispose of excavated material away from water sources in an appropriate manner;

- Cover any denuded areas with a protective mulch as soon as practicable following active construction, and reseed with adaptive plant species of value to wildlife;
- Enforce strict on-site handling rules to keep construction and maintenance materials out of waterways;
- Isolate any chemicals used and neutralize effects;
- Collect and remove pollutants such as sanitary wastes and petroleum products from the job site;
- Prepare a spill prevention and countermeasure plan prior to construction; and
- Use chemical toilets at all construction site to prevent bacterial and nutrient contamination of surface waters.

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

City Policies and Requirements

None applicable.

Impact

Impacts associated with groundwater contamination sources within the project area can be partially mitigated with implementation of mitigation measure ~~38~~ 35, but remain significant and unavoidable until all tanks have been removed. Impacts associated with groundwater contamination sources outside of the project area boundaries are considered partially mitigated, but remain significant and unavoidable.

Mitigation Measures

~~38~~ 35. The City shall require applicants for redevelopment projects involving demolition, or projects on currently vacant land to remove any on-site underground tanks prior to the issuance of building permits.

CUMULATIVE IMPACTS

Impact

In conjunction with other past, present and reasonable foreseeable future projects, the proposed project will expose persons and property to flooding hazards. This impact can be partially mitigated, but remains significant and unavoidable.

Mitigation Measures

Mitigation measures 26-32 above also apply.

City Policies and Requirements

City policies and requirements CP46 - CP49 noted above would also apply.

LEVEL OF SIGNIFICANCE

Construction- and operations-related impacts on groundwater quality from the proposed project are considered less than significant.

Impacts to the quality of surface water can be mitigated to a level of insignificance.

Project-specific and cumulative impacts associated with flooding and impacts associated with the quality of groundwater from sources both inside and outside of the project area are partially mitigated through implementation of the proposed mitigation measures, but remain significant and unavoidable.

BIOLOGICAL RESOURCES

BIOLOGICAL RESOURCES

INTRODUCTION

The following description of biological resources in the project area is based upon a field survey conducted by Mr. Charles Patterson, consulting biologist, on December 9, 1991, and a study of a blue line air photo of the project area. Approximately 40 candidate sites, ranging from open agricultural land to small sections of ditch were targeted for field evaluation and were examined. Table OO summarizes these sites. Exhibit 24 shows their locations. Charles Patterson's entire report is provided in Appendix H.

EXISTING CONDITIONS

Setting

The project area consists of a large expanse of urban land situated along the northwest side of major freeway and railroad arteries, with only small fragments of the preexisting natural landscape still remaining. There are no named creeks or streams in the project area, but the American River and the Natomas East Main Drainage Canal run parallel to the site's south and western edges respectively. These nearby watercourses support significant riparian woodland, although it is confined to narrow strips along the river channels' edges. The American River Parkway contains significant riparian and related wetland habitats, plus one of the few known populations of the valley elderberry longhorn beetle (VELB), a species given formal protection under the Federal Endangered Species Act. The channelized remains of Arcade Creek occurs just north of the project area.

Much of the land surrounding the project area is similarly developed, although there is a significant riparian mosaic to the southwest.

Vegetation and Habitats

The project area contains a variety of urban, commercial, and industrial land uses and a host of plant species, but almost all of the vegetation is introduced or planted. Much of the area (roads, buildings, work yards) supports no vegetation at all. Most roadsides and vacant lots support typical assemblages of ruderal weeds, and even on undeveloped land there is significant bare ground (often greater than 40 percent). There is a minimum of cultivated cropland remaining (in the south), and only scarce remnants of orchards and pasture. Most of the local drainage has been completely channelized or put underground, with numerous roadside collection ditches, culverts, and cement flood channels having replaced the historic creeks and swales.

TABLE OO

SUMMARY OF BIOTIC SURVEY SITES

SITE	HABITAT TYPE	WETLANDS PRESENT?	OTHER BIOTIC RESOURCES	NOTES/COMMENTS
1	ditch	yes	none	man-made channel
2	large wooded tract of oak savanna	possible	sycamore, riparian thicket, significant VELB site	possible vernal pools?; no access; spring survey?
3	landscaping window	no	numerous large elderberry bushes	squeezed between roads
4	vacant lot adjacent to parkway	yes	oaks, possible elderberries	annual grass and weeds
5	vacant lot	no	none	annual grass and weeds
6	riparian woodland	yes	elderberries, riparian, etc.	out of project area
7	vacant lot	no	none	annual grass and weeds
8	ditch	yes	none	man-made channel
9	vacant lot	no	none	annual grass and weeds
10	ditch	yes	none	man-made channel
11	agricultural field	no	none	all cultivated
12	vacant lot	no	none	annual grass and weeds
13	vacant part of hwy interchange	no	several large valley oaks	should save oaks
14	open fields and?	?	?	poor access; no detailed site data; spring survey
15	vacant lot	no	none	
16/17	old swales in field	yes	riparian thicket	out of project area; new school on site
18/19	old fields converted to industrial use	no	none	all filled/developed
20	vacant lot	no	none	old foundations
21	vacant lot, with trailers	no	none	
22	vacant lot	no	none	annual grass and weeds

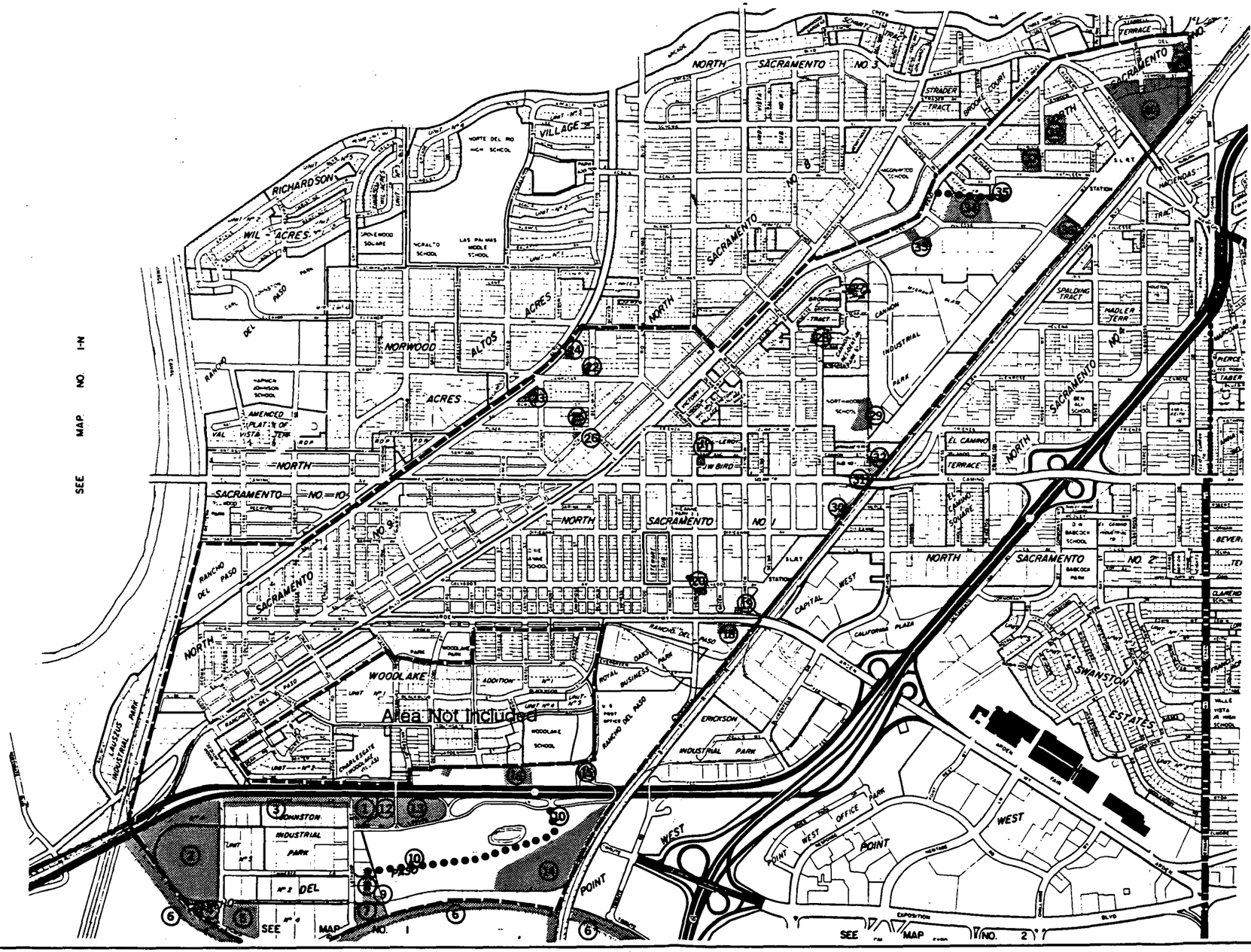
Continued.

TABLE OO (Cont'd)

SUMMARY OF BIOTIC SURVEY SITES

SITE	HABITAT TYPE	WETLANDS PRESENT?	OTHER BIOTIC RESOURCES	NOTES/COMMENTS
23	vacant lot	no	none	annual grass and weeds
24	old lot now with homes	no	none	new homes on old vacant lot
25	vacant lot	no	none	annual grass and weeds
26	vacant lot	no	none	annual grass and weeds
27	low field, now homes	no	none	historic lowland gone
28	vacant lot	no	none	annual grass and weeds
29	old, low parts of field	no	none	all filled/developed
30	bare ground, and weeds by RR	no	none	mostly barren
31/32	old fields, now homes & businesses	no	none	all built
33	old field, pasture	possible	none	disked annual grassland with low spots
34	vacant lot	no	minor native vegetation	may warrant spring plant survey
35	open part of yard	no	none	private backyard
36	disturbed area between rd & RR	no	none	all homes, buildings
37	old section of swale drainage	no	none	all homes, buildings
38	old section of swale drainage	no	none	all homes, buildings
39	vacant lot	no	none	annual grass and weeds (out of study?)
40	oak savanna	yes	oaks, swales, possibly vernal pools	large area of good habitat; spring survey needed

Source: Charles Patterson



Refer to tables and text for resources noted at numbered sites.

Source: Charles Patterson

BIOTIC SURVEY SITES

NORTH SACRAMENTO REDEVELOPMENT PLAN EIR
Sacramento Housing and Redevelopment Agency

STA inc.
no scale

Exhibit 24

The pristine landscape and its associated vegetation oak savanna and grassland have been almost completely displaced, although there are two primary locations of native valley oaks (Quercus lobata). There are large mature oaks both in stands and as lone individuals scattered throughout the area's landscaping and in private yards. The most significant oak stands are at sites 2 and 40, where there are numerous large trees in natural savanna settings. The grassland beneath is of the typical non-native annual type, but the overall habitat is still relatively natural. This type of natural community provides good habitat for limited numbers of certain birds and small mammals, and the fragmentation and general lack of adjoining undeveloped habitats probably renders these specific sites less valuable to wildlife than if they were still surrounded by similar conditions.

Sensitive Habitats and Plant Communities

Historically, riparian thickets and woodlands, seasonal wetlands (such as vernal pools and marshes, wet swales and meadows), oak savanna, and native grassland all represented valuable natural plant communities in this region that supports both common and uncommon plants and wildlife species. The water-related habitats in particular were important to migratory birds, predators, and reptiles and amphibians. Essentially nothing remains of any of these natural communities in the project area; virtually all of them have been displaced or severely degraded. The historic drainageways have been almost completely channelized and/or re-configured and currently support only small, scattered pockets of common freshwater marsh vegetation (cattails, bulrushes, water smartweed), isolated willow bushes, and numerous common weeds and planted trees on the banks. There are no vernal pools evident in the project area, nor are there any major seasonal wetlands of over 0.3 acre or dominated by native wetland species.

There are several parcels that may contain wetlands that are potentially subject to the jurisdiction of the U.S. Army Corps of Engineers (CE). These include sites 2, 4, 8, 14, and 40. Because of the limited access allowed during the biotic survey, there could also be additional small wetland features in private yards that were not discovered. These are likely to be very minor in both extent and quality, and should not invoke formal agency involvement.

The primary biotic feature of concern is the presence of many valley oaks that persist, at sites 2 and 40 where sizable remnants of the valley's historic oak savannas remain. Although a systematic census was not taken, there are probably 100 or more mature valley oaks scattered as lone individuals throughout the City (some of which are relatively large), and perhaps an additional several hundred on sites 2 and 40. The scattered individual trees represent valuable natural remnants of the pre-disturbance conditions and continue to provide usable habitat values to common species of wildlife. The groves or stands represent the last remaining pieces of this natural habitat left in the project area, and some of the last in and around the urbanized part of Sacramento.

Sensitive Plant Species

Table PP gives a summary of the sensitive plants known or potentially expected to occur in this general region. General habitats for these species were sought during the reconnaissance survey. Because of the project area's extreme degree of urbanization, there are no sensitive plants expected in the project area. What few undeveloped sites remain (excluding the oak stand parcels) contain only disturbed conditions that do not represent suitable habitats for the regionally known sensitive species.

Wildlife

The project area may have once provided suitable habitat for such species as the golden eagle, bald eagle, other raptors, and possibly the giant garter snake, but because of the long and extensive history of disturbance and habitat conversion, there is little left in or around the city that represents suitable habitat for such species. The scattered small patches of open grassland may still provide some foraging value for the raptors, but locally this is a very minor component of the landscape and it is largely surrounded by intensively disturbed land uses. Use of the project area by any but the most urban-tolerant wildlife (skunks, mice, rats, oppossums, songbirds) is minimal. Table QQ indicates potential sensitive wildlife species.

One insect species of high concern is known to occur near the southwestern corner of the project site, adjacent to of the American River Parkway. This is the valley elderberry longhorn beetle (VELB), a federally listed and protected species. This beetle lives exclusively in elderberry bushes. The VELB location in site 2 has been recognized and specifically studied (Arnold 1988) as a significant occurrence with substantial numbers of both elderberry bushes (192 clumps or individuals) and VELBs. This site, owned by the North Sacramento Land Company, has been the subject of detailed VELB surveys and has been proposed as a development site. Some level of discussion with the U.S. Fish and Wildlife Service (FWS) has been conducted with regard to potential offsite mitigation, and any ultimate development must include mitigation that meets the review and acceptance of the FWS.

Elderberry bushes were observed in other parts of the project area, both as infrequent scattered individual plants and, most notably, along a roadway divider (mixed with sycamore trees) in the southwestern area (site 3). No specific searches were made for beetle emergence holes and it is not known whether or not any VELB actually use the elderberry bushes in site 3. The large number of elderberry bushes at the site, and its proximity to a known VELB population make this site a likely home to VELB.

Another wildlife species of concern is the Swainson's hawk (listed by the State of California as Threatened; California Department of Fish and Game [CDFG] 1990), which is known to occur as a winter visitor in the overall region between Davis, Woodland, and north Sacramento. They prefer open foraging country with low grassland and certain cultivated crops, plus nearby trees (preferably riparian) for nesting and visual surveillance of their

TABLE PP

POTENTIAL SENSITIVE PLANTS OF THE GENERAL SOUTHERN SACRAMENTO VALLEY

PLANT TAXON	COMMON NAME	LIST	R-E-D	FWS	CDFG	HABITAT
SPECIES OF PRIMARY CONCERN:						
Chamaesyce (Euphorbia) hooveri	Hoover's spurge	1b	3-2-3	C1	-	vernal pools, dried mud flats
Downingia humilis	dwarf downingia	1b	1-2-3	C3c	-	vernal pools; valley grassland
Gratiola heterosepala	Bogg's Lake hedge-hyssop	1b	3-2-2	C2	E	vernal pools, shallow marshy ground
Juncus leoispermus var. ahartii	Ahart's dwarf rush	1b	3-1-3	C1	-	valley grassland; vernally moist
Juncus leiospermus var. leiospermus	Red Bluff rush	1b	3-2-3	C2	-	vernal pools, low vernally moist places, red clay soil
Legenere limosa	legenere	1b	2-3-3	C2	-	vernal pools; valley grassland
Neostapfia colusana	Colusa grass	1b	1-3-3	C2	E	vernal pools and drainages
Orcuttia pilosa	hairy Orcutt grass	1b	2-3-3	C1	E	vernal pools and drainages; valley grassland
Orcuttia tenius	slender orcuttia	1b	2-3-3	C1	E	vernal pools and drainages
Orcuttia viscida	Sacramento orcuttia	1b	3-3-3	C1	E	vernal pools
Plagiobothrys hystriculus	bearded popcorn flower	1b	3-3-3	C2	-	plains, grassy swales, vernal pools
Rhynchospora californica	California beaked rush	1b	3-3-3	C2	-	bogs, swamps, freshwater marsh
Tuctoria (Orcuttia) greenei	Greene's tuctoria	1b	2-3-3	C1	R	vernal pools and drainages

Continued.

TABLE PP (Cont'd)

POTENTIAL SENSITIVE PLANTS OF THE GENERAL SOUTHERN SACRAMENTO VALLEY

PLANT TAXON	COMMON NAME	LIST	R-E-D	FWS	CDFG	HABITAT
SPECIES OF SECONDARY CONCERN						
Calycadenia fremontii	Fremont's calycadenia	3	3-2-3	C2	0	semi-barren plains, locally elevated; valley grassland
Cuscuta howelliana	Bogg's Lake dodder	4	1-1-3	C3c	-	vernal pools
Dichelostemma lacuna-vernalis	vernal pool brodiaea	4	1-1-3	C3c	-	vernal pools
Navarretia eriocephala	hoary navarretia	4	1-1-3	-	-	dry open flats
Quercus lobata	valley oak	4	1-2-3	-	-	foothill and valley woodland, riparian

Source: Charles Patterson

Notes are on the following page.

LEGEND FOR TABLE PP

Plant Taxon: as listed by Smith and Berg (1988).

List: Refers to the list number on which the plant is included in Smith and Berg (1988; California Native Plant Society's sensitive plant inventory). 1a: Plants presumed extinct (PE) in California with date last seen, **1b** Plants rare or endangered in California and elsewhere, **2:** Plants rare or endangered in California, but more common elsewhere, **3:** Plants about which we need more information, and **4:** Plants of limited distribution [a watch list]. Appendix 1: plants considered, but not included.

R-E-D: rarity (R), endangerment (E), and distribution (D) code from Smith and Berg (1988):

Rarity:

1 = Rare, but found in sufficient numbers and distributed widely enough that the potential for extinction or extirpation is low at this time.
2 = Occurrence confined to several or one extended population(s).
3 = Occurrence limited to one or a few highly restricted population, or present in such small numbers that it is seldom seen.

Endangerment:

1 = Not endangered.
2 = Endangered in a portion of its range.
3 = Endangered throughout its range.

Distribution:

1 = More or less widespread outside California.
2 = Rare outside California.
3 = Endemic to California.

FWS: C1 = A candidate taxon, Category 1: information sufficient for federal listing by FWS (1985). C2 = Also a candidate, Category 2: information insufficient for formal proposal for listing. C3c = Previously considered, but currently considered to be too common for listing.

CDFG: E = Endangered, R = Rare, T = Threatened; as designated by CDFG (1988).

Habitat, Elevation, Flowering Period: As reported in Munz and Keck (1959), Munz, (1968), Smith and Berg (1988), and/or Abrams and Ferris (1923-1951).

TABLE QQ

SENSITIVE WILDLIFE SPECIES POTENTIALLY IN NORTHERN SACRAMENTO COUNTY

WILDLIFE SPECIES	STATUS	HABITAT	LIKELY IN STUDY AREA?
Accipiter cooperi (Cooper's hawk)	CA:sc; FED:-	woodland ecotones, riparian	Possibly occasional in region; little habitat in project area.
Agelaius tricolor (Tricolored blackbird)	CA:-; FED: C2	Freshwater marsh, blackberry thickets	Possibly occasional in region; no habitat in project area.
Aquila chrysaetos (golden eagle)	CA:sc; FED:-	grasslands, savanna	Possibly occasional in region; little habitat in project area.
Ardea herodias (Great blue heron)	CA:*; FED:-	marshes, sloughs, and other wetlands	Possibly occasional along Dry Creek and interior creek.
Athene cunicularia (Burrowing owl)	CA:sc; FED:-	creekbanks, low hills, grasslands	Historic and possibly, but not recently seen or reported.
Casmerodius albus (Great egret)	CA:*; FED:-	marshes, sloughs, and other wetlands	Possibly occasional in region; little habitat in project area.
Circus cyaneus (Northern harrier)	CA:sc; FED:-	meadows, marshes, grasslands	Possibly occasional in region; little habitat in project area.
Coccyzus americanus occidentalis (Western yellow-billed cuckoo)	CA:E; FED:-	riparian forest, thicket	No; historic, but regionally extirpated
Egretta thula (Snowy egret)	CA:*; FED:-	marshes, sloughs, and other wetlands	Possibly occasional in region; little habitat in project area.
Elanus caeruleus (Black-shouldered kite)	CA:*; FED:-	meadows, marshes, grasslands	Possibly occasional in region; little habitat in project area.
Nycticorax nyciticorax (Black-crowned night heron)	CA:*; FED:-	marshes, sloughs, and other wetlands	Possibly occasional in region; little habitat in project area.

Continued.

SENSITIVE WILDLIFE SPECIES POTENTIALLY IN NORTHERN SACRAMENTO COUNTY

WILDLIFE SPECIES	STATUS	HABITAT	LIKELY IN STUDY AREA?
Ambystoma tigrinum calforniense (California tiger salamander)	CA:sc; FED:C2	seasonal pools and quiet waters	Remotely possible, but not reported; little or no habitat.
Rana aurora draytoni (California red-legged frog)	CA:sc; FED:C2	marshes and slow moving waters	Not likely; no good habitat.
Thamnophis couchi gigas (Giant gartner snake)	CA:T; FED:C2	sluggish water, sloughs	Possible, but not reported or seen; no suitable habitat seen.
Desmocerus californicus dimorphus (Valley elderberry longhorn beetle)	CA:-; FED:T	elderberry bushes	Possible or even likely; elderberries in sites 2, 3, 4.

Source: California Natural Diversity Data Base, Regional EIRs.

CA: E = State-listed Endangered, T = Threatened, R = Rare, cs = California Species of Special Concern, * = Regarded as sensitive under CEQA or other state policies.

FED: E = Federally-listed Endangered, T = Threatened, R = Rare, C2 = Category 2 candidate (data currently insufficient to warrant listing at this time).

territories. There are known nesting and foraging sites for this protected hawk in the general region. While the few remaining undeveloped sites within the project area may provide some minor value to migratory hawks or other raptors, the amount, quality, and surroundings of the local grasslands are generally not suitable for significant use by this species.

IMPACTS AND MITIGATION

According to CEQA, Appendix G, a project will normally have a significant effect on the environment if it will:

(c) Substantially affect a rare or endangered species of animal or plant or the habitat of the species.

(t) Substantially diminish habitat for fish, wildlife or plants.

Vegetation and Habitats

Impact

Except for the few oak stands, the project area has little left in the way of biotic resources that could sustain any more than a minor impact, even with full development. Most vacant lots in the project area could be developed without significant biotic impacts or constraints. Applicable City policies and requirements which have been incorporated into the proposed project are provided below.

Mitigation Measures

None required.

City Policies and Requirements

CP50. A.1. Continue to implement the Heritage Tree program.

CP51. A.3 Continue to assist the efforts of the County and the Sacramento Tree Foundation in identifying, acquiring, and creating appropriate locations for urban forests and greenbelts.

CP52. B.1 Protect the wooded areas along the waterways and drainage canals insofar as possible.

CP53. D.1 Conserve vernal pools with rare and endangered species to whatever extent feasible.

CP54. C.1 Retain the habitat areas where known endangered wildlife exists to the extent feasible.

Sensitive Habitat and Plant Communities

Impact

Adoption of the redevelopment plan could facilitate development on the two parcels of land in the project area that contain extensive stands of native oaks (sites 2 and 40). Many of the oak trees on these parcels are in excess of 50 feet tall, three feet in diameter, and are over 100 years old. The North Sacramento Community Plan designates site 2 for industrial development and site 40 for the development of high-density housing. Large mature oaks are essentially irreplaceable, and development resulting in the destruction of such trees represents a significant impact of the proposed project. City policies and requirement CP50 has been incorporated into the proposed project to partially address this impact. This impact can be partially mitigated with mitigation measures 36 - 38, but remains significant and unavoidable and should be considered on a site specific basis.

Mitigation Measures

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

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

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

discussions with the California Department of Fish and Game and/or the Army Corps of Engineers.

City Policies and Requirements

Refer to CP51 noted above.

Impact

Additionally, buildout of the proposed plan could result in minor losses of small, fragmented wetlands, which can be partially mitigated with mitigation measures 39 - 41, but remain significant and unavoidable and should be considered on a site-specific basis.

Mitigation Measures

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

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

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

City Policies and Requirements

None applicable.

Sensitive Plant Species

Impact

There are no prime habitats for sensitive species within the project area. Potential impacts that would occur to such species with implementation of the proposed plan are considered less than significant.

Mitigation Measures

None required.

City Policies and Requirements

None applicable.

Wildlife

Impact

Adoption of the redevelopment plan could result in a significant impact to the valley elderberry longhorn beetle, a federally listed and protected species. Development of site 2 would result in the destruction of elderberry bushes which support the local VELB population. This is not likely to occur because of the authority of the U.S. Fish and Wildlife Service (FWS) to protect this species and habitat, and federal requirements that acceptable mitigation be provided before VELB habitat loss is allowed. Project related activities (such as road improvements and maintenance) could adversely affect the row of elderberries in site 3 which may impact VELB populations. City policy and requirement CP51 which has been incorporated into the project partially addresses wildlife-related impact. With implementation of mitigation measures 40 and 42 these impacts can be partially mitigated, but remain significant and unavoidable and should be considered on a site specific basis.

Mitigation Measures

42. The City and Agency shall assure that FWS requirements are fully met and proposed VELB mitigation measures are approved by FWS before allowing final local approval of any on-site development at site 2, where a known VELB population exists. The City and Agency shall consult with FWS before taking any action which could adversely affect the elderberry bushes at site 3 which could house a VELB population. The City and Agency shall conduct a investigation to document the presence or absence of VELB at site 3 before authorizing the use of any insecticides in the site vicinity or the removal of any elderberry bushes on the site. If any VELB are present, the City and Agency shall follow FWS guidelines to design an appropriate mitigation plan.

Mitigation measure 40 would also apply.

City Policies and Requirements

Refer to CP54 noted above.

CUMULATIVE IMPACTS

Loss of open space and biological resources in the project area will have cumulative effects when viewed in conjunction with other planned development in the Sacramento area, particularly planned office, retail, and residential development to be located on land bordering the southern portion of the project area.

Sensitive Habitats and Plant Communities

Impact

The loss of any mature valley oaks can be partially mitigated, but remains a significant cumulative impact. Incremental losses of these trees have led to the current situation of depleted oak woodlands in and around the valley.

Mitigation Measures

Mitigation measures 36 - 38 would apply.

City Policies and Requirements

City policy and requirement CP50 and CP51 noted above would apply.

Wildlife

Impact

The potential impacts to Swainson's hawks from loss of foraging or nesting habitat would be less than significant. Buildout of the project area could remove a small amount of open foraging habitat (in sites 2, 4, 14, and 40), which represents a less than significant loss due to the low real value of habitat surrounded by encroaching development.

Mitigation Measures

None required.

City Policies and Requirements

None applicable.

Impact

Common wildlife species could be adversely affected by losing additional physical space and through even greater human disturbance and encroachment into the last remaining open

sites. Resident populations of small mammals, reptiles and amphibians, insects, and some birds would be expected to decline somewhat with development of the last remaining properties. Many tolerant species that currently use the project area would continue to do so. This is considered a less than significant cumulative impact.

Mitigation Measures

None required.

City Policies and Requirements

None applicable.

LEVEL OF SIGNIFICANCE

Complete and successful implementation of the above measures will partially mitigate project-specific significant impacts to sensitive habitat and plant communities, but impacts will remain significant and unavoidable. In particular, the loss of 100-year old native oak trees in sites 2 and 40 would be a significant unavoidable impact that compensatory planting cannot completely mitigate.

Mitigation measures would partially reduce cumulative impacts to general vegetation and habitats, sensitive plant species, and the federally listed VELB, but they will remain significant and unavoidable.

In conjunction with other past, present, and reasonably foreseeable future projects, this project will have an incremental cumulative impact on the Swainson's hawk. The project's contribution is considered less than significant. Cumulative impacts on common wildlife species are considered less than significant.

CULTURAL RESOURCES

CULTURAL RESOURCES

INTRODUCTION

Information contained in this section is based on a limited survey of the project area, City of Sacramento Archives resources, Architectural Design Guidelines for Del Paso Boulevard, materials from the California Archaeological Inventory, the Arden-Garden Connector EIR (1985) and selected Historic Resources Inventory Forms prepared for Del Paso Boulevard (1985).

EXISTING CONDITIONS

Historical Background

The historical setting for the project area involves the area north of the American River known historically as North Sacramento.

The project area is located on land that was originally a part of the Rancho del Paso land grant. By 1862, the land was owned by financiers Lloyd Tevis and James Ben Ali Haggin. Tevis and Haggin formed a law partnership in Sacramento in 1850 which focused for the next 49 years on lucrative financial enterprises. Tevis became actively involved with the Central Pacific Railroad, Wells Fargo Bank, the Bank of California, and various mining operations. His interest in horses was passed onto a grandson whose international polo fame named the Tevis Cup. Haggin, who made a fortune in California comparable to such East Coast figures as John D. Rockefeller and J.P. Morgan, was involved predominantly in land and mine speculation.

Both originally from Kentucky, these two entrepreneurs started a racehorse breeding farm on a portion of Rancho del Paso. Known as the greatest thoroughbred racehorse farm in the world, the Rancho del Paso included two private racetracks; at its zenith, the farm maintained 600 mares and 30 to 40 stallions. After the turn of the century, the demand for racehorses declined and, in 1905, all of the horses were shipped for final auction in New York.

Until 1910, when the land was sold to the Sacramento Valley Colonization Company for subdivision, the original land grant had remained almost intact. This transaction marked the first step in the growth and evolution of the area known at that time as North Sacramento. The land was further subdivided and sold to various smaller developers. The North Sacramento Land Company was one of these companies whose low prices, residential-sized subdivisions, and easy terms provided an impetus for land sales and settlement.

In 1913, the North Sacramento Land Company sought to induce further growth by forming the first power and water companies in the area, and providing rail transportation to the area north of the American River. In spite of such inducements, the threat of yearly flooding tended to limit the growth of the area. This flooding problem triggered the formation of Reclamation District 1000 in 1910, whose jurisdiction governs the west bank of the Natomas East Main Drainage Canal. This canal was the natural overflow channel for the American River and other local tributaries including Arcade Creek, Dry Creek, and Bear River. Levees were constructed along the west edge of the canal in 1912. The east side of the canal was initially protected by the Western Pacific Railroad tracks and levee constructed in 1910. The American River Flood Control District, which is responsible for the east side of the canal, built its levee in the 1930s.

During the period between 1910 and 1920, efforts to control flooding and the siting of various industries in the area spurred the sale of residential lots in the North Sacramento area. Of particular note was the establishment of the Liberty Iron Works, a multi-million dollar aircraft production business, and a major industrial force for the entire region during World War I. The growth of small industry in the area over the next several decades continued to spur population growth.

In 1924, the incorporation of North Sacramento occurred. This incorporation and the public improvements it made possible were further spurs to growth. The widening of the 16th Street Bridge in 1934 allowed a greater volume of traffic into the area, promoting substantial suburban residential development in North Sacramento and surrounding areas. Most of the project area's residential structures were built during the 1920-1950 era. North Sacramento's first annexation in 1939, plus others after World War II, enlarged the City's area from 0.75 to 6.58 square miles. Population figures from 1950 increased 100 percent by 1960 to 12,922.

Subsequent annexations in 1947, 1950, 1955, and 1962 resulted in North Sacramento becoming completely surrounded by the City of Sacramento by the time the merger of the two cities was approved in June of 1964. Due to a certain degree of physical isolation from Sacramento, the modest size of initial development parcels, and the moderate income residency initially sought for the area by the early land companies, the area has remained one of limited growth and modest residential development.

The lands comprising the American River Parkway have been a part of recreational park planning along the American River since the first comprehensive plan for an extensive river park system was developed by John Nolen in 1915. Frederick Law Olmsted, nationally renowned park and landscape planner, surveyed the area again in 1929 and made several recommendations, including the preparation of a comprehensive and coordinated management plan for flood control, use and conservation of water, transportation, and the conservation of recreational and scenic resources. Olmsted subsequently developed and presented a master plan for the implementation of such developments to the State Park Commission in 1947.

In 1949, a commission comprised of representatives of city and county governments and the Chamber of Commerce formed and began to work toward the acquisition of land along the American and Sacramento Rivers for parkway development. From 1950, subsequent land acquisitions have included private land donations, as well as a series of public agency acquisitions. Parkway improvements by state, county, and city agencies have continued to the present.

Recorded Archeological Resources

Recorded Prehistoric Resources

Several areas within the project boundaries have been previously surveyed for cultural resources. According to California Archaeology Inventory records no prehistoric resources are known to exist within the boundaries of the project area. The nearest recorded prehistoric site, CA-SAC-39, is located within one quarter mile of the area. This site is the location of a large midden deposit with human burials and is consequently listed on the National Register of Historic Places. Two additional midden deposits, CA-SAC-306 and CA-SAC-316, are within one-half mile of the project area.

Recorded Historic Resources

Based on a review of the National Register of Historic Places listings (through 1983), the California State Historical Landmarks listings (1979), the California Inventory of Historic Resources (1976), 1,000 California Place Names (1969), and Historic Spots in California (1966), no previously registered historic structures, sites, or districts occur in the project area.

The only previously registered historic structure, site, or district occurring in the project area is the Southern Pacific Railroad (the first transcontinental railroad route known as the Central Pacific Railroad), designated California State Historical Landmark No. 780. These tracks are located at the current western terminus of Exposition Boulevard. California State Historical Landmark 780-8 is also associated with the railroad, yet lies outside of the project area boundaries. This landmark represents the point that President Abraham Lincoln decreed as the western base of the Sierra Nevada.

Historic Property Survey

A historic property survey and evaluation of structures located in a portion of the project area was undertaken for the Arden-Garden Connector EIR (Jones & Stokes Associates, Inc., 1986) to determine eligibility for listing on the National Register of Historic Places, the California State Historical Landmarks Register, and the California Inventory of Historic Resources. The findings of the relevant portion of this inventory are summarized below.

The properties discussed below have also been identified by the City of Sacramento as structures which contribute to the City's historic resources. Section 16 of the City of

Sacramento Zoning Ordinance, Chapter 32 of the City Code, and the City's Criteria for Non-Residential Buildings establish guidelines for the designation and protection of historic resources, and design review. The text of each is provided in Appendix I.

It should be noted that only limited historic research has been conducted with respect to specific properties affected by this project. A limited selection of Historic Resources Inventory forms which have been prepared for Del Paso Boulevard have been summarized for inclusion in this discussion. The properties were chosen based on their architectural integrity, visual presence and/or contribution to the history and character of the area.

The project area is comprised of a range of commercial, residential and institutional structures. Commercial buildings are concentrated primarily on Del Paso Boulevard; consequently, this is the area which most strongly demonstrates the various architectural types popular during development of the area.

Del Paso Boulevard

Architecture along Del Paso Boulevard is representative of a variety of styles popular from the 1890s to the present; these include Spanish Revival, 1920's commercial, and Moderne. The major growth period of the Boulevard occurred between 1930 and 1945. Consequently, Moderne and Art Deco styles appear frequently along the streetscape. Development during the post-war years, in some instances, displays the International style. Examples of Del Paso Boulevard architecture are provided in Exhibit 25.

1217 Del Paso Boulevard: Sacramento Employment and Training Agency

This large rectangular concrete Streamline Moderne building is noteworthy as a long-time commercial component of Del Paso Boulevard and the North Sacramento Area (Exhibit 26a). It is listed as a Priority Structure[1] by the City of Sacramento. The facade of the building is two stories in height, while the rear portion is one story. The block-like structure is stucco-surfaced and both first and second floors have flat roofs. The facade is bisected by a stepped pylon form that projects above the top of the structure and the centrally placed main entrance. The second floor contains a series of metal sashed windows. The ground floor contains a large central show window area. Show windows are divided by metal sash, above a tiled base. Windows and service doors occur on side elevations and a large gabled service extension is located at the rear.

The shop areas on each end have been altered from the original. The show windows may have been modified from their original appearance, with new sash installed. Some changes have occurred to side and rear elevations.

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[1]Priority structures are those which are architecturally, culturally, or historically significant and should be protected unless unusual and compelling circumstances dictate removal (City of Sacramento Criteria for Non-Residential Building Survey).

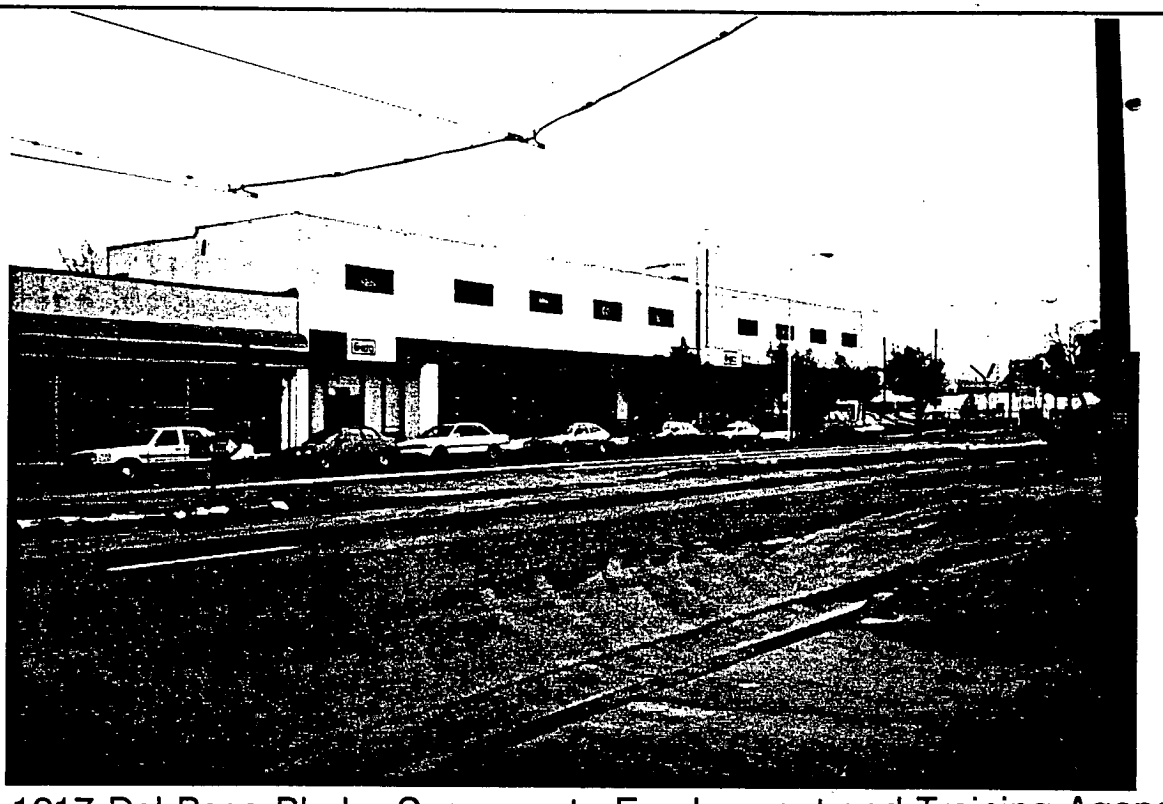
Source: STA Planning, Inc.

DEL PASO BOULEVARD ARCHITECTURE

NORTH SACRAMENTO REDEVELOPMENT PLAN EIR
Sacramento Housing and Redevelopment Agency

STA inc.
no scale

Exhibit 25



1217 Del Paso Blvd.: Sacramento Employment and Training Agency

1309 Del Paso Blvd.: Original Auto Parts

Source: STA Planning, Inc.

DEL PASO BOULEVARD SIGNIFICANT BUILDINGS

NORTH SACRAMENTO REDEVELOPMENT PLAN EIR
Sacramento Housing and Redevelopment Agency

STA inc.

no scale

Exhibit 26a

Constructed in 1927 by contractor Harry A. Hendren, this building was used for much of its lifetime as a commercial center for the sale and service of automobiles. The building's first occupants were Savercool and McDermott, a distributor of long distance trucks. The business was jointly owned by Edward M. Savercool and William McDermott. Savercool and McDermott sold both the Klieber and the International truck, both popular models in the 1920's. Edward Savercool died in 1929, but the company retained the property until 1934.

In 1937, Al Wheeler opened an auto repair business in the building. he was followed a year later by Barry Cecil who operated a tire shop. Cecil was followed in 1940 by Robert Cameron, an auto dealer. Cameron Pontiac was to become the building's longest owner/occupant, remaining until 1961, when Cameron Pontiac became Mike Salta Pontiac. Salta Pontiac used the building for a year before it was sold to Dick Wareing, a Ford dealer who occupied the building for eight years.

The 1970's saw Tobey Cook open and operate Cook's Outboard Sales and Service until 1979. Steve Coppage opened and operated Golden State Boat Sales in the early 1980's. The building is now occupied by the Sacramento Employment and Training Agency.

1309 Del Paso Boulevard: Original Auto Parts

This one-story vernacular structure features subtle Moderne and Classical details (Exhibit 26a). The facade is defined by a parapet containing a central gabled form above the entrance. A clerestory strip extends across the facade above the show windows and recessed, double-doored entry. The window sections are metal sashed, above a ceramic-tiled base.

The show window sections may have been modified over time. A door stands on the north elevation, and a small addition has apparently been made to the rear.

This building, constructed in 1940 by contractor James F. Butts, has been used strictly for commercial automotive repair and maintenance. The building's original owner, Norman White, Sr., owned five adjacent parcels, one of which contains the structure. This particular building housed the Original Auto Wrecking shop which opened in 1941.

The building has not been physically altered since its construction. It now houses the Original Auto Parts and Machine Shop under the ownership of Norman White, Jr.

The single building is modest in design and lacks important historical associations. Its significance lies with its contribution to the remaining commercial structures on Del Paso Boulevard from this era. Consequently, it receives a Priority Structure designation from the City of Sacramento.

1430 Del Paso Boulevard: Iceland

The Iceland ice rink at 1430 Del Paso Boulevard also makes a substantial contribution to the architectural character of the area (Refer to Exhibit 26b). The buildings is designated an Essential Structure[2] by the City of Sacramento, and may be eligible for listing on the National Register of Historic Places. This Moderne structure was designed by Earl Barnett of the locally prominent firm of architect, Charles F. Dean in 1940. Constructed of reinforced concrete, the one story building is rectangular with a bowstring truss roof. The facade is divided into two sections horizontally. Glass blocks dominate the facade and are complimented by the green ceramic tiles in between each section of blocks.

The curved entry is central and recessed beneath a large glass block section containing the stylized "Iceland" name. A slender vertical pylon projects above the building on the east. The upper portion of the building is painted concrete. The Moderne styling of the structure is reflected in its streamlined facade, simple surfaces, and use of glass brick. A new roof was installed in 1981. The ceramic tiled building base may not be the original surface.

The Iceland Skating Rink is one of Sacramento's most unique recreation spots. It is one of a handful of ice skating rinks in California to have survived as a viable business in an area not known for winter recreation. Financed by William Kerth, the 90' x 150' building was constructed by Campbell Construction Company of Sacramento. Iceland was preceded in 1923 by William Kerth's ice manufacturing plant which was and still is (American Ice Company), located next door.

The building houses a 70- by 140-foot ice rink. Enclosing the rink are bleacher seats for spectators, and reinforced concrete walls that were poured into place during construction. A number of local professional skaters have utilized Iceland as both a training center and as a place to showcase their talents. Local ice hockey games are also played there. Iceland is still owned by the family of William Kerth, who died in 1953.

1439 Del Paso Boulevard: Swanson's Cleaners

The commercial structure at 1439 Del Paso Boulevard (Swanson Cleaners) may be eligible for listing on the California Inventory of Historic Resources. It is also recognized as a Priority Structure by the City of Sacramento. The Swanson's Cleaners building was constructed in 1936, in the Streamline Moderne style, and has primarily remained in commercial use. A photo of the structure is provided in Exhibit 26b. The building's first occupants were Lester and Susan Spurgeon who owned and operated Spurgeon's Cleaning and Dye Works. Their move to this building represented a business expansion which gave them two outlets in Sacramento. The Spurgeons operated their cleaning business in this location for sixteen years.

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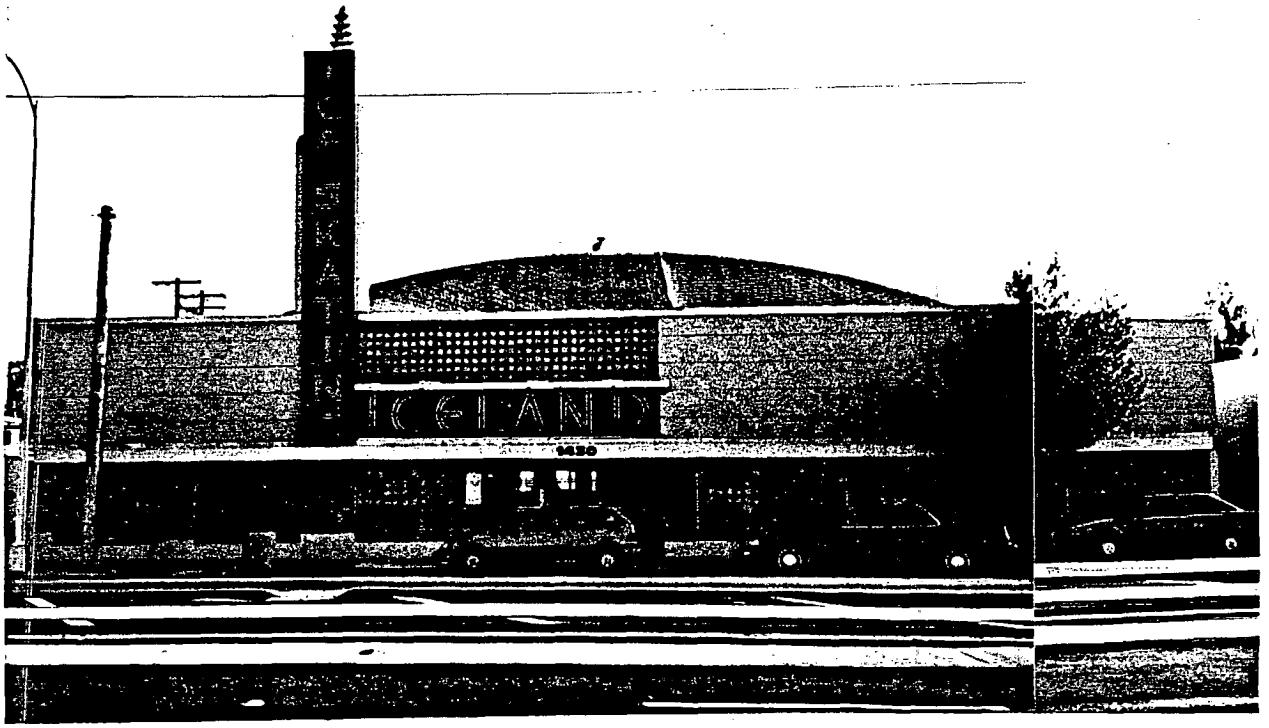
[2]Essential structures are those of irreplaceable architectural, cultural or historic significance (City of Sacramento Criteria for Non-Residential Building Survey).



1430 Del Paso Blvd.: Iceland

1439 Del Paso Blvd.: Swanson's Cleaners

Source: STA Planning, Inc.

DEL PASO BOULEVARD SIGNIFICANT BUILDINGS

NORTH SACRAMENTO REDEVELOPMENT PLAN EIR
Sacramento Housing and Redevelopment Agency

STA inc.

no scale

Exhibit 26b

In 1952, the Spurgeons merged their Del Paso Boulevard store to the growing Payless Cleaners chain, a group of independently operated cleaning establishments located throughout Sacramento. In that same year Salvine Swanson purchased the Del Paso Boulevard building and operated the Payless Cleaners. This was the second of two stores Swanson operated in Sacramento. In 1956, this store became the second Swanson's Cleaners, a chain that now totals forty stores located throughout metropolitan Sacramento. The chain is now owned by Salvin Swanson's son Rodger Swanson.

Records indicate that there have been no major alterations to the building since its construction. The structure is a very good small commercial representation of Streamline Moderne. Its crisp lines and lineage contribute strongly to the streetscape.

Historic research of other structures may determine a limited number of additional potentially eligible sites. It should also be noted that the 2000-2200 block of Del Paso Boulevard (north of the Arden Way/Del Paso Boulevard intersection) may be eligible for listing as a National Register of Historic Places District.

2014 Del Paso Boulevard: The Baked Apple

This two-story Streamline Moderne structure is situated on a triangular parcel. Among the elements defining the facade is a rounded corner which responds to the irregularity of the site. The masonry structure is marked by a one step parapet. Large metal sash windows flank the two front doors. Three double-hung windows mark the second story and are accented with metal awnings. A photo of the building is provided in Exhibit 26c.

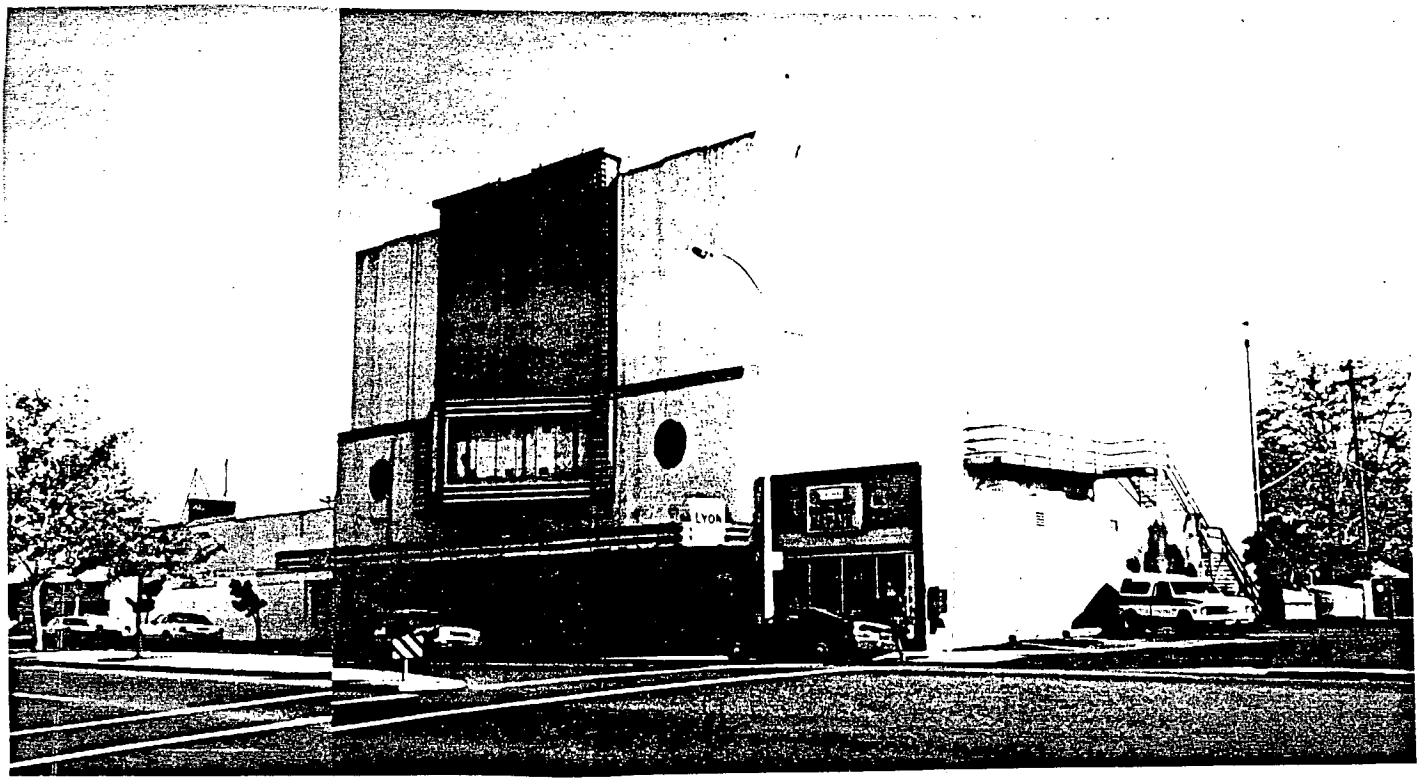
Glass block detailing marks the entrance and the building's rounded corner. A wide band of tile runs along the base of the building.

This building, constructed in 1934, was first known as the Log Cabin Restaurant, due to its then structural resemblance to a log cabin. The owner Magdelene Hagel designed the structure. The exterior of the building belied its concrete and masonry inner walls due to a log cabin-like wooden exterior. The building remained this way until 1940.

In 1940 Magdelene Hagel married Theodore Berg, and the business was renamed Berg's Restaurant. The log cabin exterior was removed during the 1940's, and a second floor was added to the building. Berg's Restaurant ceased operations in 1955, but the Berg's leased the building out to other restauranteurs during the 1950's, 1960's, and 1970's. Berg's Restaurant reopened for a six-year run (1962-1968) but eventually closed again. The building was also used as a massage parlor during the late 1970's. The building is presently occupied by the Baked Apple Restaurant. No alterations have occurred since the 1940's.

This building is an interesting link to the time when Del Paso Boulevard formed the major transportation route to the North Sacramento area. It is designated a Priority Structure by the City of Sacramento.

2014 Del Paso Blvd.: The Baked Apple



2120 Del Paso Blvd.: Del Paso Theater

Source: STA Planning, Inc.

DEL PASO BOULEVARD SIGNIFICANT BUILDINGS

NORTH SACRAMENTO REDEVELOPMENT PLAN EIR
Sacramento Housing and Redevelopment Agency

STA inc.
no scale

Exhibit 26c

2120 Del Paso Boulevard: Del Paso Theater

Another notable structure on Del Paso Boulevard is the Del Paso Theater at 2120 Del Paso Boulevard (Exhibit 26c). The building was originally constructed in 1928 in the Mission Revival Style (according to Sacramento City Archives negative from circa 1938) but remodeled at a later date as Moderne. Over three stories in height and extending to the next street at the rear, the large concrete structure is symmetrical in facade composition. Surfaced with maroon ceramic and clay tile, the ground floor contains shops and the theater entrance. Stainless steel trims the corners and aluminum sash the windows and cases. A horizontal canopy projects from the building above the ground floor and sidewalk. Decorative ceramic tile and subtle Art Deco details, presently hidden by plywood across the entrance, mark the foyer.

The second floor above contains the angled marquee flanked by two "porthole" windows of glass block. The upper portion contains two large projecting sections of glass block with rounded edges, on either side of a recessed opening that appears to have been altered. The sections project slightly above the top of the building, and are flanked by two shallow vertical panels, slightly projecting from the stucco surface. The building has undergone major facade design alterations since its 1928 construction and does not reflect the original image.

The central section of the upper facade has been changed or removed. The sign marquee is in poor condition and the ground floor shop areas and windows have been modified. Upon its construction, this building housed Sacramento County's first major theater north of the American River. Under the management of Frank and Charles Holtz, this theater was built in time for the installation of "talkie" equipment which was then in its beginning phases. By 1930, the Del Paso Theater was considered one of Sacramento's finest entertainment centers showing first run feature films.

The theater itself seated over 1,000 people, with 300 of those seats located in the balcony section. The lobby section was patterned on the 1930s concept of the "movie palace" with thick red carpeting, art deco lighting, and big screen entertainment. Through the years, the theater was adapted to the latest technological changes in movie-making, including Cinemasscope projections, stereophonic sound, and bigger, wider screens.

Although the history of ownership of the theater is sketchy, it is known that Edward W. Rosston owned the theater for an unknown number of years. In 1969, the theater was purchased by the Blumenfeld Theater chain of San Francisco. A major fire in 1970 caused extensive damage to the lower seating area and the balcony, thus ending the building's use as a theater. The current appearance of the building reflecting the Moderne style is a competent, but not outstanding version of the mode. The structure is perhaps of greater note due to its long service as a community entertainment center. It is recognized as a Priority Structure by the City of Sacramento.

2209 Del Paso Boulevard: Dritz Cyclery

This small one story vernacular commercial structure houses a bicycle shop (Exhibit 26d). The building is masonry with a projecting, one step parapet. Two large show windows flank the entry. Both windows and the door are surmounted by clerestory windows. A large sign projects form above the structure. The structure is relatively unaltered.

This building, constructed in 1925 has always been used exclusively for commercial purposes. The years from 1925 to 1939 saw the development of the building as a restaurant. George and Peter Vossos started this trend by operating the Crystal Lunch from 1925 to 1933. They were followed in turn by Andrew Sampanes' Olympia Grill (1934-35) and William R. Conn's restaurant in 1937.

After a two year vacancy, the building was purchased in 1940 by James Dritz, a North Sacramento resident, and was converted to Dritz Cyclery, a successful bicycle sales and repair business. The Dritz family operated the shop until 1971-72 when the building and business were sold to William Chan, the present owner. Mr. Chan still operates the business under the name Dritz Cyclery.

The structure is primarily interesting as a remnant of this once vital commercial area and a good example of its type. It is also a contributing element in a group of commercial structures that suggest a small preservation area or district. It is listed as a Priority Structure by the City of Sacramento.

Residential Areas

Residential architecture is primarily representative of the bungalow. As stated earlier in the Housing section of this report, 36 percent of the Study Area housing stock dates to pre-1949. Residences generally date from the early decades of the 1900's and range in styles from craftsman to Spanish Revival bungalows. Examples of residential architecture are depicted in Exhibit 27. The residential building at 127 Arden Way may meet criteria for listing on the California Inventory of Historic Resources (Exhibit 27).

Gardenland Area

The buildings in the project area are modest in size. Structures in the project area range primarily in age from about 1920 to 1940. Little recent construction has taken place.

The median area dividing the north and south sides of Arden Way is the site of the former Sacramento Northern Railway.

2209 Del Paso Blvd.: Dritz Cyclery

Source: STA Planning, Inc.

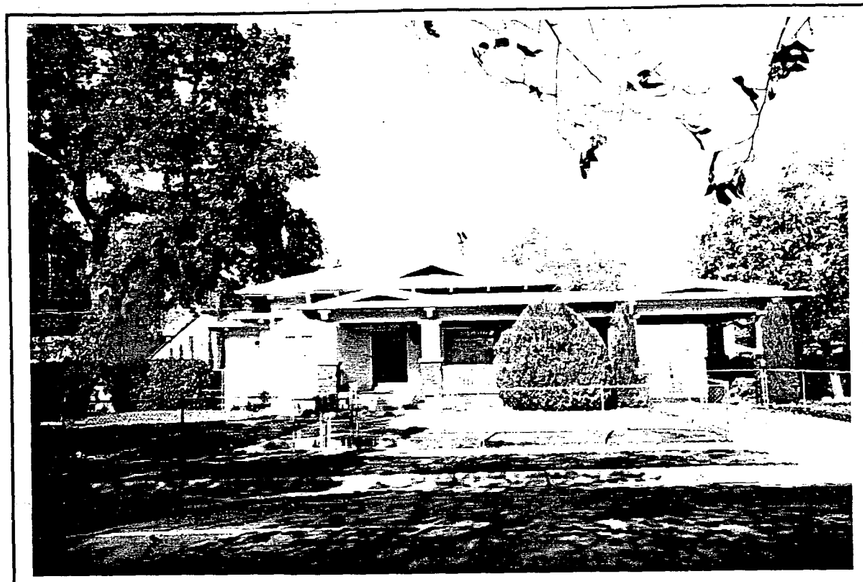
DEL PASO BOULEVARD SIGNIFICANT BUILDINGS

NORTH SACRAMENTO REDEVELOPMENT PLAN EIR
Sacramento Housing and Redevelopment Agency

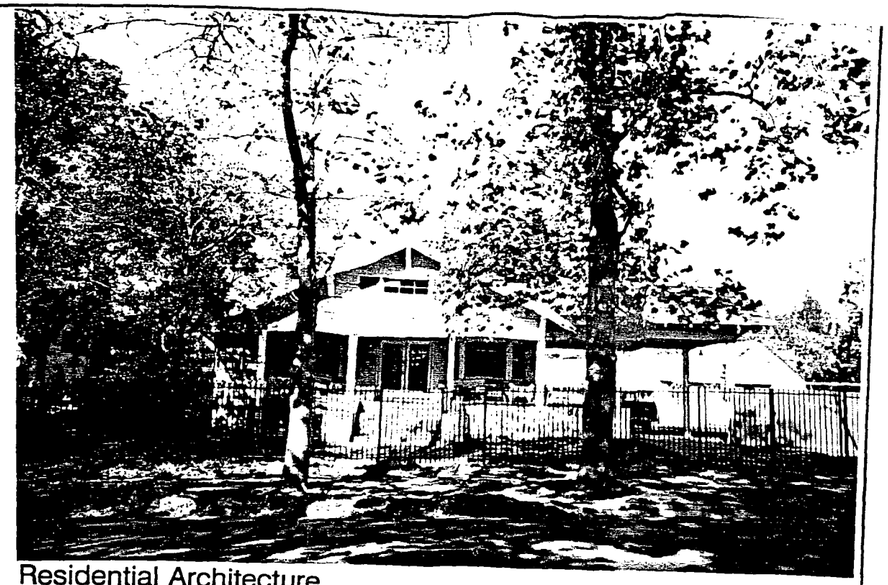
STA inc.

no scale

Exhibit 26d



Residential Architecture



Residential Architecture

127 Arden Way

Source: Katz Hollis, Inc.

RESIDENTIAL ARCHITECTURE

NORTH SACRAMENTO REDEVELOPMENT PLAN EIR
Sacramento Housing and Redevelopment Agency

STA inc.
no scale

Exhibit 27

IMPACTS AND MITIGATION

According to Appendix G (l) of CEQA a project will have a significant impact on cultural resources if it will disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community or ethnic social groups, or a paleontological site except as a part of a scientific study.

Archeological Resources

Impact

The potential for the existence of prehistoric resources is estimated to be low to moderate. The three recorded archeological sites in the project vicinity do not lie within the proposed project area. Although sites CA-Sac-39, CA-Sac-306, and CA-Sac-316 are located in close proximity to the project area, no impacts to these sites are anticipated. The confluence of the American River and the Sacramento River creates potential for the presence of cultural resources as these two streams were a source of abundant food supply for the Nisenan Maidu Indians. Due to the presence of the above-mentioned sites and the proximity of the project area to the American River, it is possible that some archaeological resources may be discovered during construction activity under the proposed Redevelopment Plan. A trained archeologist should be consulted during construction in the instance that any cultural resources are found. Potential impacts to archaeological resources from construction activities is mitigated to a level of insignificance with mitigation measure 43 and should be considered on a site-specific basis.

Mitigation Measures

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

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

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

City Policies and Requirements

None applicable.

Historic Resources

Impact

Implementation of the proposed Redevelopment Plan may result in impacts to historic resources in the project area. Such impacts could include demolition of historic commercial, residential or institutional facilities as a result of changing land uses, or impacts to the integrity of historic areas due to incompatible building design of new construction. The structure at 1439 Del Paso Boulevard may meet the criteria for listing on the California Inventory of Historic Resources. The 2000-2200 block of Del Paso Boulevard may also be eligible as a National Register of Historic Places District. Any impacts to potential historic resources in the Study Area should be evaluated on a project-specific basis by conducting further historical and cultural research on buildings that would be removed or indirectly impacted.

In the event that these structures are found to be historically or culturally significant, appropriate mitigation measures should be developed as a means toward reducing impacts to a level of insignificance. Compliance with impacts to historic resources can be mitigated to a level of insignificance with implementation of mitigation measures 44 and 48 and should be considered on a site-specific basis. City policies and requirements CP55 and CP56 which have been incorporated into the proposed project address these impacts.

Mitigation Measures

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

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

46. The Agency in conjunction with the City Planning Department shall ensure that all new construction occurring on Del Paso Boulevard be conducted in accordance with the Architectural Design Guidelines for Del Paso Boulevard.

Project applicants shall submit architectural designs to the Design Review Board for review prior to the issuance of building permits.

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

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

Recommendations

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

City Policies and Requirements

CP55. No Building Permit, or other approval or entitlement shall be issued or given by the City or any department or employee thereof with respect to any improvement or use subject to architectural review until the design of the improvement or use has been approved as provided in this Ordinance. No certificate of use and occupancy or similar approval shall be issued or given for any improvement has been completed in accordance with the design approved pursuant to this Ordinance.

CP56. The Design Review Board shall evaluate each application for architectural review in accordance with the standards and criteria listed in Section 16 of the Sacramento Zoning Ordinance and any applicable land use plans. The Board shall also evaluate each application for review where the subject property is within any design review district in accordance with the design review district plan. These standards are intended to provide a frame of reference for the

applicant as well as a method of review for the Board. These standards and criteria shall not be regarded as inflexible requirements. They are not intended to discourage creativity, invention, and innovation. The specifications of one or more particular architectural styles is not included in these standards nor is it intended that these standards dictate a particular theme, or motif of design.

LEVEL OF SIGNIFICANCE

Impacts to archaeological resources during construction and impacts to historic resources can be mitigated to a level of insignificance.

PUBLIC SERVICES AND UTILITIES

PUBLIC SERVICES AND UTILITIES

INTRODUCTION

Information used in the preparation of this analysis was obtained from Arden-Garden Connector EIR (1986) and letters and phone conversations with the public services and utilities purveyors in November and December 1991. Utility service questionnaires are contained in Appendix H.

The proposed redevelopment plan has accounted for the need of additional facilities and services in the future. A Fiscal report prepared by the Levander Company provides a fiscal analysis of the following topics discussed in this section, police services, fire protection services, park maintenance, and street maintenance. The fiscal report is available under separate cover and determines that sufficient tax revenue will be generated for the City to offset the costs of increases in provision of these services. The infrastructure needs of the area such as water, sewer, drainage, and roadways improvements will be provided for under the proposed project. Under the Goals and Objectives for redevelopment of the project area, Goal 11 states: "Provide new and improve existing public improvements and facilities, the absence or inadequacy of which constitutes an economic liability of the City and cannot be remedied by private or governmental action without redevelopment."

EXISTING SETTING

Police

The Sacramento Police Department provides law enforcement to the project area from the North Area Command located at 625 H Street, approximately five miles from the project area. The North Area Command staffs approximately 225 officers and has the available capacity to staff approximately 300 total officers.

The project area is located within two police patrol districts. Each police district is assigned one officer a shift (three shifts in a 24 hour period) who has primary responsibility for responding to calls within the district. Other officers working within the overall sector are available to respond to the district on an as needed basis.

Demands for service generally originate from two sources 1) calls for service from the public and 2) proactive operations initiated by the department such as preventative patrol and programs designed to eliminate conditions that provide opportunity for criminal actions.

In 1990 there were 9,959 calls received by the Police Department requesting services and 5,497 calls were initiated by officers in the two police districts that comprise the project area.

A new North Area Facility is anticipated to replace the existing facility. It is scheduled for completion in January of 1994. The facility will be located at the corner of Marysville Boulevard and South Avenue. The building will be 17,000 square feet and able to maintain a staff of 300 officers.

Fire

The Sacramento City Fire Department provides emergency and non-emergency response teams for protection of fire and rescue, life and safety medical aid, and mitigation of hazardous materials conditions along with other various public services. The City Fire Prevention Division provides building and plan checking and annual permit inspection services to insure code compliance, public education, fire investigation, causal determination, and hazardous material disclosure.

The following is a list of facilities serving the project area, their distance from the project area and their present operating level.

TABLE RR

FIRE FACILITIES

NAME	LOCATION AND FACILITIES	OPERATING LEVEL
Truck 2 3.3 miles	1231 I Street Ladder Company: Rescue, Salvage & Overhaul Medical Aid	100% operational 4 persons, 1 unit
Engine 14 2.1 miles	1341 North C St. Suppression Co. Extinguishment, Medical Aid	100% operational 4 persons; 2 unit
Engine 15 2.6 miles	1591 Newborough Dr. Suppression Co. Extinguishment, Medical Aid	100% operational 4 persons, 2 unit

Continued.

FIRE FACILITIES

NAME	LOCATION AND FACILITIES	OPERATING LEVEL
Engine 7 3.9 miles	1311 Bell Ave. Suppression Co. Extinguishment, Medical Aid	100% operational 4 persons, 3 unit +Air Compressor
Truck 17 3.9 Miles	1311 Bell Ave. Ladder Company: Rescue, Salvage & Overhaul Medical Aid	100% operational 4 persons, 1 unit
Engine 18 3.9 miles	746 North Market St. Suppression Co. Extinguishment, Medical Aid	100% operational 4 persons, 2 unit
Engine 19 2.1 miles	1700 Challenge Wy. Suppression Co. Extinguishment, Medical Aid	100% operational 4 persons, 3 unit +command post
Engine 20 In district	300 Arden Way Suppression Co. Extinguishment, Medical Aid	100% operational 4 persons, 2 unit
Truck 20 In district	300 Arden Way Ladder Co. Rescue, Salvage & Overhaul Medical Aid, Haz-Mat Team	100% operational 4 persons, 2 unit +Hazardous Mat Response Team
Battalion 3 In district	300 Arden Way Battalion HG: Incident Command, Administration	100% operational 1 person, 1 unit
Sacramento Fire Department Headquarters & Fire Prevention Division 3.3 miles	1321 I St., Suite 401 Department Administration R & D, Planning and Fire Prevention Division Offices	

Source: Sacramento Fire Department.

Demands for fire service are generated from accurate accounting of all emergency and non-emergency fire department services provided. The information is divided into a number of groups which will indicate location, type of incident, disposition, cause and origin plus time constraints from initial receipt of call to completion. This data is used to generate future service needs and also allows targeting of special requirements for geographical areas based upon socio-economics, construction, or occupancy rates.

Presently the City Fire Department has determined the need to relocate and construct the following facilities:

- Fire Station 14 from present site north to Richards Boulevard
- Fire Station 15 from present site west to Gateway Oaks Drive west of Interstate 5.
- Fire Station 20 from present site to Rio Linda Boulevard/Plaza, pending property acquisition.

These changes are anticipated to occur within the next two-years and all will also serve the project site.

Hospital Services

Sutter Memorial Hospital is located at 52nd and F Street, approximately six miles from the project area. Sutter Memorial provides 24-hour medical services and has a capacity of 353 beds. Presently Sutter Memorial is operating at a 80.5 percent of capacity and foresees no future expansion of facilities or services.

Sutter General Hospital also services portions of the project area. It is located at 2800 L Street approximately four miles away. Like Sutter Memorial, Sutter General provides 24-hour medical service which includes general medical care, emergency care, and psychiatric care. Sutter General is licensed for 407 beds and is currently operating at 79 percent of capacity. The hospital foresees no future expansion of facilities or services.

The UC Davis Medical Center is a full service Hospital that provides a broad range of in-patient and out-patient services to a large region of Northern California and is presently the only comprehensive emergency service (Level I) trauma center in Northern California. The majority of the facilities of the Medical Center are located at 2315 Stockton Boulevard. Approximately 60 - 70 percent of the patients the Medical Center services are Sacramento County residents. Historical Data suggests that a significant portion of North Sacramento residents (approximately 18% in 1990) received their in-patient care at the Medical Center. This 18 percent market share was more than any other single hospital in the Sacramento area.

Water

The City of Sacramento is the water service provider for the project area. The City supplies both treated surface water from the Sacramento and American Rivers and well water from wells located throughout the City. The City has 40 groundwater wells which supplement the surface water facilities and produce approximately 16 percent to 21 percent of the total annual demand for water. Presently, the City operates two water treatment facilities, the Fairbairn Water Treatment Plant and the Sacramento River Water Treatment Plant. Together these two facilities have a combined capacity of providing 226 million gallons per day (gpd). The average daily amount of water provided is 104 mgd.

Water distribution infrastructure in the project area is operated and maintained by the City of Sacramento Public Works Water Division. The City currently utilizes the existing two inch and nine-inch diameter cast iron mains to service the project area. The mains are generally located along public utility easements under the roadways, and run throughout the project area.

Sewer

The City of Sacramento Department of Public Works Flood Control and Sewers maintains the local sanitary sewer facilities for the project area. Regionally the project area is part of the Sacramento Regional County Sanitation District (SRCSD). Local sewage flows are collected by the City, and then the sewage is discharged into the District interceptor system. The sewage is then conveyed by the interceptor system to the Sacramento Regional Wastewater Treatment Plant (SRWTP) where it receives secondary treatment. The SRWTP has a present capacity of approximately 150 million gallons per day (MGD) during dry weather flow.

The plant has a wet weather flow capacity of approximately 300 MGD. It is currently operating within capacity and is undergoing expansion to increase its capacity to 181 MGD during dry weather flow. The expansion is anticipated to be completed sometime in 1992-93.

Storm Drainage

Storm drainage for the North Sacramento area is maintained by the Department of Public Works Division of Flood Control and Sewers. Drainage basins 151 and 153 are located within the project area. The project area has a number of different sized drainage pipes servicing this area. They range from 15-inches up to 108-inches in diameter. The storm water run-off is channeled into a drainage sump and is eventually pumped and released into the American River. For further analysis of flood and drainage of the project area, please refer to the Hydrology section of this EIR.

Solid Waste

Pursuant to Chapter 19 of the Sacramento City Code, municipal collection of putrescible waste is required while nonputrescible waste may be collected by any privately permitted refuse hauler. If a commercial customer segregates their "wet" garbage from "dry" refuse, they may subscribe to the City service for "wet" or putrescible waste and have the option of subscribing to private collection of "dry" or nonputrescible refuse.

Solid waste which is collected by the City of Sacramento would be disposed of at the City of Sacramento Landfill located at 28th and A Streets. This Landfill will be closed in mid 1992. Waste collected by the City of Sacramento will then be transported to the County of Sacramento Landfill located on Kiefer Boulevard. This Landfill has a current design capacity which will provide service to the projected population of Sacramento County through the year 2015.

Waste which is collected by a private hauler will most likely be disposed of at the Sacramento County Landfill on Kiefer Boulevard. However, it is possible that a private hauler may want to dispose of collected refuse at the Yolo County Landfill located at County Roads 28-H and 104. This landfill has a current design capacity projected to provide service through the year 2030.

The City Landfill at 28th and A Streets currently received approximately 260,000 tons of mixed municipal refuse each year. The Sacramento County Landfill current receives approximately 846,000 tons of mixed municipal refuse each year. The Yolo County Landfill currently disposes of approximately 250,000 tons of refuse each year.

Roadways

The City of Sacramento's Department of Public Works Street Division maintains all the roadways in the project area. The Street Division presently has a staff of 120 that serves the roadway maintenance needs for the entire city. The Street Division maintains the roadway areas located from the back of the sidewalk to the back of the sidewalk. They are responsible for all curbs, gutters, and roadway pavement maintenance and improvement. The Street Division also provides street sweeping on a monthly basis and collects residential garden refuse weekly.

Parks

The City of Sacramento Parks and Recreation Division operates and maintains recreation and park services in the project area. Within the project area there are two different types of parks, community parks and neighborhood parks. The community parks are designed to serve the recreational needs of the residents within a three mile radius. The neighborhood parks are designed to serve the recreational needs of the residents within a half mile radius. Currently there are three existing neighborhood parks within the project area. These include

Woodlake Park (7.17 acres), Rea Park (0.35 acres), and Triangle Park (1.00 acres). Dixieanne Park (1.84 acres) is the only Community Park located in the project area. The combined park land acreage for the project area totals 17.36 acres.

Schools

Elementary

The proposed plan is in the North Sacramento School District which provides public education to students through the sixth (6th) grade. The district operates three schools that are located within or serve the project area. They include Hagginwood, Northwood, and Woodlake schools. The district also operates Harmon-Johnson School which is located outside the project area but it is included in this analysis because it provides educational services to some students in the project area. Table SS describes current conditions of these schools.

Junior High

The Grant Union High School District maintains the educational facilities for grades 7-12 in the project area. Martin Luther King Junior High School and the Rio Tierra Fundamental Junior High School provide education for the students who live in the project area. Table TT describes current conditions at these schools.

High School

The Grant Union High School District also provides high school education for the students of the project area. The students attend Grant High School or Vista Nueva Continuation High School. Table UU describes current conditions at these schools.

The Grant Union High School District determines the number of students/classrooms and/or students/new development from the District's School Fee Facilities Plan and Facilities Master Plan. Presently there are no current approved plans to expand any school facilities serving the project area.

Gas and Electricity

Gas

Pacific Gas and Electric (PG&E) provides natural gas service to the project area. Distribution of gas is maintained through gas mains running along public utility easements located under many of the streets within the project area. Service demands for natural gas are determined by land studies based upon service applications. Presently PG&E has no plans for expansion of the facilities that serve the project area.

TABLE SS

ELEMENTARY SCHOOLS

SCHOOL	ADDRESS	MILES TO PROJECT AREA	CURRENT ENROLLMENT	CAPACITY
Haggenwood	1418 Palo Verde Ave.	0	547 (109%)	504
Northwood	2630 Taft St.	0	407 (95%)	430
Woodlake	700 Southgate Rd.	0	349 (75%)	466
Johnson	2591 Edgewater Rd.	0.5-1	511 (140%)	364

Source: North Sacramento School District

TABLE TT

JUNIOR HIGH SCHOOLS

SCHOOL	ADDRESS	MILES TO PROJECT AREA	CURRENT ENROLLMENT	CAPACITY
Martin Luther King Jr.	3051 Fairfield	1	739 (68%)	1,094
Rio Terra Fundamental	3201 Northstead Dr.	2	855 (106%)	800*

Source: Grant Joint Union High School District

TABLE UU

HIGH SCHOOLS

SCHOOL	ADDRESS	MILES TO PROJECT AREA	CURRENT ENROLLMENT	CAPACITY
Grant Union	1400 Grand Ave.	1-2	1,445 (91%)	1,578
Vista Nueva Continuation	2035 North Ave.	2	230 (153%)	150

Source: Grant Joint Union High School District

*Includes portable classrooms.

Electricity

The Sacramento Municipal Utility District (SMUD) provides electrical service to the City and County of Sacramento. SMUD's service area includes the project area. Currently SMUD maintains seven substations within the project area. Service distribution for the area is maintained through a number of overhead 69 (kV) kilovolt and 12 (kV) kilovolt transmission lines that run throughout the project area.

Cable Television

Sacramento Cable provides cable television service to the project area. All cable service is maintained through transmission lines that run along aboveground and below ground public utility easements.

Telephone

Pacific Bell provides telephone services to the project area from a Central office located on Rio Linda Boulevard. Currently Pacific Bell runs all transmission lines along the existing utility poles or along underground utility easements.

IMPACTS AND MITIGATION

According to CEQA Guidelines, Appendix G, a project will normally have a significant effect on the environment if it will:

(e) Breach published national, state, or local standards relating to solid waste or litter control;

(f) Substantially degrade water quality;

(g) Contaminate a public water supply;

(n) Encourage activities which result in the use of large amounts of fuel, water, or energy;

(o) Use of fuel, water or energy in a wasteful manner; and,

(s) Extend a sewer trunk line with capacity to serve new development.

For the purposes of this EIR, expansion of existing services due to project demand does not constitute a significant impact unless the provider anticipates great difficulty in providing increased service. All public services have been analyzed to assess capacity impacts associated with the proposed project.

Police

Impact

Current staffing levels are based upon a ratio of 1.7 officers per thousand in population. Based upon a projected increase of 1,315 in residential population, utilizing a household size figure of 2.5, the Department would require an additional 2.24 full time equivalent (FTE) officers to maintain this ratio. To achieve the City's goals of 2.0 officers per thousand in population the Department has estimated it would require an additional 2.62 FTE officers.

Utilizing a household size of 2.03 the future population would equal 1,068 persons. Utilizing the same ratios for officers to population, additional personnel would range from 1.81 FTE to 2.13 FTE. Expansion of police facilities to accommodate the increase in demand for services is not anticipated.

Additional officers may be required because over time the plan will provide for the elimination of blight and the revitalization and upgrading of the area, and this redevelopment of the area may provide for different types of crime and may even increase the level of calls associated with the area. The need for additional officers to provide additional law enforcement services has been considered as a portion of the Fiscal Report prepared under a separate cover. Because additional staffing was considered as part of the fiscal analysis of the plan, and a sufficient level of revenue was anticipated to provide for additional police staffing, potential impacts to police services are considered less than significant. Relevant City policies and requirements pertaining to police service are included below.

Mitigation Measures

None required.

City Policies and Requirements

<u>Public Facilities and Services Element</u>

CP57. A.1 Continue Police Department participation in the review of subdivision proposals and in assisting the Public Works Department with traffic matters.

CP58. A.2 Maintain communication with residents and businesses in order to learn about developing crime problems and to educate people on crime prevention measures and programs.

Fire

Impact

The proposed plan will provide for upgrading, reconstruction, and new development in the project area. These factors will increase the population and building density of the area. The City Fire Department, based upon population density and development figures, for the project area, does not foresee the need for additional staff or facilities to service the project area. The potential need for additional staffing and facilities is considered less than significant.

In the future, the City Fire Department anticipates that growth associated with the project area in conjunction with the growth of the areas outside the project boundary could require additional staff and facilities to service the entire region including the project area. Although these services are not directly connected to the project itself, additional future planning for fire services should be considered for the entire North Sacramento Area. Relevant City policies and requirements pertaining to fire service are included below.

Mitigation Measures

None required.

City Policies and Requirements

Public Facilities and Services Element

CP59. A.1 Continue to support all efforts directed at providing the best fire protection services at the least cost.

CP60. A.2 Ensure that adequate water supplies are available for fire-fighting equipment in newly developing areas.

CP61. A.3 Work with the various fire protection districts bordering the City in establishing centralized communications and fire-fighter training facilities.

CP62. A.4 Promote greater coordination of land use development proposals with the Fire Department in order to ensure adequate on-site fire protection provisions.

CP63. A.5 Promote greater use of fire sprinkler systems for both commercial and residential use.

Hospital Services

Impact

Sutter Health is the administrative service for both Sutter Hospital and Sutter Memorial Hospital. Sutter Health determines service demands based upon historic utilization rates, expected population growth relative to existing health care services and anticipated future health care needs. Sutter Health does not foresee any problems from a business perspective in serving the proposed plan. The increase in net new residences and businesses is considered less than significant impact upon hospital services.

The UC Davis Medical Center has developed a comprehensive Long Range Development Plan that anticipates significant growth in the facilities at UCDMC during the next two decades. Presently, there are over one hundred separate major capital projects that are in progress or planned at UCDMC. Collectively these projects would more than triple the size of the Medical Center complex, from its present size of approximately 1.1 million square feet to over 3.6 million square feet. In-patient and out-patient facilities will be expanded as well as research and educational facilities. An expansion of the Hospital's emergency room was recently completed and efforts are in progress to secure financing and program approval for a major in-patient addition to the Hospital. These efforts, in conjunction with other planned projects and the anticipated development of a second trauma center (Level I) will enable the Medical Center to meet the current and projected demand for services.

UC Davis Medical Center anticipates that the proposed project will have no significant impact on its provision of future hospital services.

Mitigation Measures

None required.

City Policies and Requirements

None applicable.

Water

Impact

The proposed project will generate an increase in the demand for water. The Water Division of Public Works anticipates that the increased demand for water generated by the proposed plan will not have a significant impact upon the capacity of water provided to the project area.

The Water Division of the Public Works has identified that the existing level of water distribution in relation to fire protection for the project area is presently substandard and is incapable of supporting the level of development associated with the proposed plan. The existing two-inch and four-inch water mains and the existing wharf fire hydrants located throughout the project area are considered substandard and will require replacement. As part of the proposed plan all substandard water mains and fire hydrants will be upgraded to meet the current standards. Through implementation of the plan itself these potential impacts to water distribution in the project area will be reduced to a less than significant level. Relevant City policies and requirements pertaining to water services are provided below.

Mitigation Measures

None required.

City Policies and Requirements

Public Facilities and Services Element

CP64. A.1 Develop and adopt a comprehensive water policy for the City of Sacramento that is consistent with a long range adopted plan.

CP65. A.2 Develop and implement a financing strategy which the City can use to construct needed water facilities.

CP66. A.3 Work with property owners to develop financing arrangements in order to provide needed water facilities in newly developed areas.

CP67. A.4 Give high priority in the Capital Improvements Program to funding infrastructure in highly depressed and designated infill areas.

CP68. A.5 Provide water services meeting or exceeding State and federal regulatory agency requirements.

Sewer

Impact

The service demand is determined by an average flow based upon land use. The Sacramento Regional County Sanitation District estimates based upon net development values that the additional peak wet weather flow will be approximately 700,000 gpd. The additional peak flow to the SCRWTP is considered a less than significant impact.

Locally it is anticipated that the development associated with the proposed plan may have a significant impact on the existing sanitary sewer system due to existing sewer line capacity. As part of the proposed plan, deficiencies in the infrastructure system will be upgraded to accommodate the level of growth associated with the plan. Through implementation of the proposed plan potential capacity impacts to the sewer system will be at a less-than-significant level. Relevant City policies and requirements pertaining to sewer service are provided below.

Mitigation Measures

None required.

City Policies and Requirements

Public Facilities and Services Element

CP69. A.1 Provide and upgrade sewer facilities where needed to newly developing areas in the City.

CP70. A.2 Develop plans for extension of sewer lines to existing developed areas where sewer service is lacking.

CP71. A.3 Work with property owners to develop financing arrangements in order to provide sewer services.

Storm Drainage

Impact

Much of the North Sacramento area drainage systems are outdated or are substandard. Thus some areas of the project area are subject to minor flooding. Currently Master Plan studies are being developed for not only drainage basins 151 and 153 of the project area but also drainage basins 83, 154, and 159 outside the project area. These plans will address many of the drainage problems for much of the North Sacramento area. The primary objective of the Master Plan is to propose a long term Capital Improvement Program (CIP) which will work to accomplish projects in order of urgency and cost-effectiveness. The Division of Flood Control and Sewers estimates that the level of new development and rejuvenation of existing development in the project area may have a significant impact upon the existing storm drainage capacities of the area. Implementation of the proposed plan and the Capital Improvement Program will reduce these potential drainage impacts to a less than significant level. Relevant City policies and requirements pertaining to storm drainage services and provided below.

Mitigation Measures

None required.

City Policies and Requirements

Public Facilities and Services Element

CP72. A.1 Ensure that all drainage facilities are adequately sized and constructed to accommodate the projected increase in stormwater runoff from urbanization.

CP73. A.2 Coordinate efforts with County Public Works Department and other agencies as appropriate to provide adequate and efficient drainage facilities and connector lines to serve the Rio Linda, North Natomas and Laguna Creek areas of the City.

CP74. A.3 Target Capital Improvement Programs to fund drainage facilities in infill areas.

CP75. A.4 Require the private sector to form assessment districts to cover the cost of providing drainage facilities.

CP76. A.5 Design visible drainage facilities to be visually attractive.

CP77. A.6 Study incentives to developers to provide necessary drainage lines in underdeveloped areas.

Solid Waste

Impact

The proposed project will generate an increase in solid waste. The ability of the City to dispose of this waste in an acceptable manner determines the significance of this impact.

Implementation of the proposed plan will result in an increased need of solid waste collection and disposal services. The Municipal Solid Waste Division anticipates no adverse impacts in providing collection services to the proposed project site. Impacts associated with the disposal of additional solid waste are discussed below. Table VV depicts the breakdown of land uses for the proposed project. Generation factors are used to determine the amount of solid waste that will be generated each day for each type of land use. This information has been applied to the proposed plan to estimate the total amount of daily solid waste that will be generated upon full buildout of the plan.

As depicted in Table VV the 526 new residential units proposed are anticipated to generate a total of approximately 2,669 pounds per day (lbs/day) of solid waste. The 540,000 square

TABLE VV

ESTIMATED SOLID WASTE GENERATION

LAND USE	GENERATION FACTOR[1]	TOTAL (POUNDS PER DAY)
Residential 526 Units (1,068 people)	(2.5 lbs/person)	2,669
Office 540,000 sq. ft.	1 lb/100 sq. ft.	5,400
Retail 37,890 sq. ft.	2.5 lb/100 sq. ft.	379
Industrial 1,277,100 sq. ft.	1 lb./100 sq. ft.	12,771
TOTAL		**21,219 lbs = 10.6 tons per day**

Source of Factors: National Solid Waste Management Association Technical Bulletin, 1985-86. STA Planning, Inc.

[1]Generation factors expressed in pounds/day.

Notes: sq. ft. = square feet
lb = pound

Anticipated generation by retail sales is 379 pounds per day. The largest in square footage, the proposed 1,277,100 square feet of industrial uses will generate 12,771 pounds/day. The total additional amount of solid waste projected to be generated by the proposed project is approximately 21,219 pounds per day (10.6 tons). Because the city landfill currently receives approximately 670 tons of refuse per day, solid waste generated at full buildout of the proposed plan will represent 1.6 percent of the current total of solid waste being received at the City refuse station. Due to the fact that the solid waste division considers projects which contribute more than 500 tons/year as significant (the proposed plan will contribute 3,869 tons/year) the impacts associated with solid waste are considered significant but can be reduced to a less than significant level through adherence to City Ordinance 91-044 (Recycling and Solid Waste Disposal Requirements for New and Existing Developments) and other City Policies and Requirements regarding solid waste. Relevant City policies and requirements pertaining to solid waste services are provided below.

Mitigation Measures

None required.

City Policies and Requirements

Public Facilities and Services Element

CP78. A.1 Continue present landfill operations at the present 28th and A Street site until capacity is reached.

CP79. A.2 Develop transfer station capacity as an interim solid waste disposal option, and design the facility(s) for compatibility with potential waste processing and recycling operations.

CP80. A.3 Continue the Neighborhood Clean Up Program and develop and implement additional programs when necessary.

CP81. A.4 Explore the programs and new techniques of solid waste disposal to reduce the need for landfill sites.

CP82. A.5 Continue to coordinate efforts with Sacramento County to provide long-term landfill disposal capacity.

CP83. A.6 Expand recycling and composting efforts to the maximum extent feasible in order to reduce the volume and toxicity of solid wastes that must be sent to landfill facilities.

Roadways

Impact

The Street Division of Public Works has indicated that because much of the project area is existing and is currently serviced, by the Public Works Street Division. The additional proposed development and additional four miles of roadway to be developed as part of the proposed plan will not significantly impact the Street Division's ability to provide residential garden refuse pick-up and street cleaning.

The Street Division of Public Works has conducted a survey of the streets, curbs, gutters and sidewalks in the project area and the areas surrounding the project area. The Street Division has estimated the total needs and costs required to repair roadway deficiencies located in and around the project area equals approximately $10,514,385.00. Table WW provides a cost breakdown of these improvements. Through implementation of the proposed plan potential impacts associated with roadway deficiencies will be reduced to a less than significant level.

Mitigation Measures

None required.

City Policies and Requirements

None applicable.

Parks

Impacts

As identified in the Project Description section of this EIR, it is anticipated that buildout of the proposed plan will create an additional 526 residential units or add an additional 1,067 people to the area, (2.03 persons/household). City standards require five acres of community/neighborhood parkland per every one thousand in residential population. The proposed plan in order to be in accordance with City standards will require an approximated additional five acres of parklands within the general vicinity of the project area. The Master Plan for Park Facilities and Recreational Services (1984) proposes the addition of three neighborhood parks in and around the project area. The completion of these parks will create ten total acres of additional parkland in and around the project area. With the continued implementation of the Master Plan for Parks and Recreational Services, and adherence to the City policies and requirements for parks, the potential impacts of the proposed project upon parklands in the project area will be reduced to a less-than-significant level.

TABLE WW

STREET IMPROVEMENTS

	6*	9*	11 & 12*	COST/ UNIT	TOTAL COST
Slurry and Chipseals	207,531 s.f	124,982 s.f.	11,095 s.f.	0.60/s.f.	$266,165.00
Overlays	123,923 s.f.	173,091 s.f.	54,793 s.f.	3.50/s.f	$1,231,325.00
Reconstruction	63,640 s.f.	40,278 s.f.	5,047 s.f.	50.00/s.f	$108,965.00
Frontage Improvements	9,970 lf.	22,980 lf.	7,370 lf.	190.01/lf.	$7,660,800.00
Sidewalk Repairs	70,780 s.f.	8,360 s.f.	6,120 s.f.	7.50/s.f.	$639,450.00
Curb and Gutter Repairs	25,830 lf.	1,170 lf.	6,760 lf.	18.00/lf.	$607,680.00
TOTAL					**$10,514,385**

Source: City of Sacramento Public Works, Street Division, Memo, June 20, 1991.

*These subareas encompass the redevelopment area and some areas immediately surrounding the project area.

Mitigation Measures

None required.

City Policies and Requirements

CP84. A.1. Encourage private development of recreational facilities that complement and supplement the public recreational system.

CP85. A.2. Give high priority to improving parks, open space and recreation uses in redevelopment plans where these uses are deficient.

CP86. A.3. Continue to acquire land utilizing the Quimby Act.

CP87. A.4. Reserve and acquire when needed all park sites designated in Community Plans and specific plans.

CP88. A.5. Design parks to enhance and preserve the natural site characteristics.

CP89. A.6. Review all necessary infrastructure improvements for their potential park and open space usage.

CP90. A.7. Locate community and regional nodal and linear recreational areas on or adjacent to major thoroughfares.

CP91. A.8. Periodically review and update the Plan for Park Facilities and Recreation Services.

CP92. A.9. Continue the practice of providing neighborhood outdoor recreation facilities on or adjacent to public schools.

CP93. A.10. Develop and implement programs to help ensure the safety of residents utilizing the parks and recreational facilities.

CP94. A.11. Ensure adequate public access to the American and Sacramento Rivers in developing areas.

Schools

Impact

Presently many of the elementary, junior high schools and high schools that provide educational services to the project area are near or above their designed capacity levels. Table XX is based upon School District generation rates and on the figures for potential

TABLE XX

STUDENT GENERATION RATES FOR PROJECT AREA

SCHOOL	GENERATION RATES	NEW RESIDENTIAL DEVELOPMENT (Buildout 2010)	ADDITIONAL STUDENTS
GRANT JOINT UNION HIGH SCHOOL DISTRICT			
Grant Union High School	.104/SF	18	1.8
	.049/MF	508	24.9
TOTAL			26.7
King Union Junior High School	.075/SF	18	1.35
	.039/MF	508	19.8
TOTAL			21.1
Rio Tierra Junior High School*	.112/SF	0	0
	.096/SF	0	0
TOTAL			0
NORTH SACRAMENTO ELEMENTARY SCHOOL DISTRICT			
Hagginwood Northwood Woodlake Johnson	0.3 - 0.5/SF 0.2 - 0.3/MF	18 508	5.4 - 9 101.6 - 161.4 107 - 161.4

Source: STA Planning, Inc.

*It is estimated that the new development will occur within the attendance area of King Union Junior High School. The additional students associated with proposed plan will attend King Junior High School.

SF = Single Family Residences
MF = Multi-Family Residences

new single-family and multi-family residences in the project area located in Appendix B. The table provides the potential numbers of additional students that may be associated with the proposed plan. The figures were generated utilizing generation factors provided from the school districts in the project area. Table XX shows that approximately 162 elementary students, 22 junior high students, and 27 high school students will result from the new residential development associated with the project. Table YY has been provided which estimates the potential levels of attendance for the schools in the vicinity of the project.

It is anticipated that the new residential development will occur within the attendance area of King Union Junior High School. All new junior high school students are expected to attend this school. The King Union Junior High attendance area combined with the Rio Tierra Fundamental Junior High attendance area make up the attendance area for the Grant Union High School attendance area. All new high school students will attend Grant Union Junior High School.

The potential future number of students associated with the proposed plan may result in significant impacts to the current capacity levels of the schools in the project area. These impacts can be avoided and area considered less than significant with adherence to existing City policies and requirements related to schools which have been incorporated into the proposed project. Those are provided below.

Mitigation Measures

None required.

City Policies and Requirements

Public Facilities and Services Element

CP95. A.1 Assist school districts with school financing plans and methods to provide permanent schools in existing and newly developing areas in the City.

CP96. A.2 Involve school districts in the early stages of the land use planning process for the future growth of the City.

CP97. A.3 Designate school sites on the General Plan and applicable specific plans of the City to accommodate school district needs.

CP98. A.4 Continue to explore ways of utilizing existing school facilities for non-school related and child care activities.

CP99. A.5 Continue to assist in reserving school sites based on each district's criteria and upon the city's additional locational criteria as follows:

TABLE YY

PROPOSED ADDITIONAL STUDENTS

SCHOOL	ADDITIONAL STUDENTS	CURRENT ENROLLMENT/ CAPACITY	FUTURE CAPACITY LEVEL
Hagginwood	105	547 (109%)	129%
Northwood	34	407 (95%)	102%
Woodlake	3	349 (75%)	75%
Harmon Johnson	20	511 (140%)	145%
TOTAL	**162**		
King Junior High	22	739 (68%)	69%
Grant Union High	27	1,445 (91%)	93%

Source: STA Planning, Inc.

*Additional student levels only reflect the number of students based upon new residential development and student generation rates provided.

- Locate elementary schools on sites that are safely and conveniently accessible, and free form heavy traffic, excessive noise and incompatible land uses.

- Locate schools beyond the elementary level adjacent to major streets. Streets that serve as existing or planned transit corridors should be considered priority locations.

- Locate all school sites centrally with respect to their planned attendance areas.

Gas

Impact

Pacific Gas and Electric estimates that the future gas service demands associated with the proposed plan will not create a need for expansion of facilities. It is anticipated that the proposed circulation and roadway improvements could require some relocation of existing gas mains. The adherence to City policies and requirements which have been incorporated into the proposed project and are provided below will reduce this potential impact to a less than significant level.

Mitigation Measures

None required.

City Policies and Requirements

Public Facilities and Services Element

CP100. A.1 Continue to work closely with utility companies on long-range planning for newly developing areas.

CP101 .A.2 Support and encourage the utility companies to place utilities underground in new development areas.

Electricity

Impact

The anticipated new development and revitalization of existing uses will create an increased level of demand for electricity. Sacramento Municipal Utility District has estimated based on preliminary data that buildout of the proposed plan in the project area will require an additional 18 megawatts (MW) electrical power. This will result in a total substation load

that exceeds existing capacity available and will require the need for an additional substation in the project area.

Sacramento Municipal Utility District (SMUD) has an existing available site near the intersection of Rio Linda Boulevard and Alamo Avenue. Development of the site will in turn require additional overhead and underground transmission lines along roadways and public utility easements in the project area. The adherence to City policies and requirement 101, which has been incorporated into the proposed project, will reduce this potential impact to a less than significant level.

Mitigation Measures

None required.

City Policies and Requirements

City policy and requirement CP101 noted above would apply.

Cable Television

Impact

Sacramento Cable has indicated that it anticipates no significant impacts to existing and/or future cable television services in the project area.

Mitigation Measures

None required.

City Policies and Requirements

None applicable.

Telephone

Impact

Pacific Bell will provide service to all existing uses in the project area through the existing transmission lines. Pacific Bell anticipates that any major reinforcement of facilities will be done at the central office located on Rio Linda Boulevard. Extension of services may be required for areas that currently do not receive service. Additional utility easements may be required for the extension of services to these areas. This potential impact can be reduced to a less than significant level through adherence to City policies and requirements.

Mitigation Measures

None required.

City Policies and Requirements

City policy and requirement CP101 noted above would apply.

CUMULATIVE IMPACTS

Impact

The proposed redevelopment plan will induce development and growth to the North Sacramento Area. Past, present, and reasonably foreseeable development associated with the redevelopment plan will have a cumulative effect on the provisions of water, sewer, police protection, solid waste, storm drainage, roadways, gas and electricity, schools, medical services, and telephone services. Implementation of the proposed plan in conjunction with close adherence to City policies and requirements will reduce potential public services and utility impacts to a less than significance level.

Mitigation Measures

None required.

City Policies and Requirements

None applicable.

LEVELS OF SIGNIFICANCE

Impacts of the proposed project are those related to the provision of parklands and cable television services are considered less than significant.

Impacts that are less than significant with incorporation of City Policies and Requirements into the proposed project include the following public services and utilities: hospital services, police protection, fire services, schools, sewer, water, storm drainage, roads, telephone, gas, and electricity.

VI. ALTERNATIVES TO THE PROPOSED PROJECT

VI. ALTERNATIVES TO THE PROPOSED PROJECT

INTRODUCTION

The following discussion evaluates alternatives to the proposed project. The Alternatives Summary Matrix, Table YY, provides a comparison of alternatives under consideration. Table ZZ allows a review of the range of alternatives with their estimated impacts and provides a comparative analysis of each alternative. Table NN indicates a comparison of the attainment of project objectives.

A brief description of each alternative is provided below. This section evaluates alternatives which may be capable of eliminating, or reducing to a level of insignificance, significant impacts associated with the project. Additionally, the alternatives considered environmentally superior to the proposed project are identified.

Alternatives addressed within this section include the following: No Project Alternative, Study Area Alternative (original study area boundaries), two Circulation Alternatives, Increased and Decreased Intensity Alternatives and an Alternative Location Alternative. The Study Area Alternative analyzes the buildout of the original redevelopment boundaries proposed in the November 1991 Preliminary Study for the North Sacramento Redevelopment Project Area. The two Circulation Alternatives analyze separate roadway alternatives: assuming only the completion of the Exposition Boulevard Connector roadway or only the completion of the Arden-Garden Connector, but not both connectors. The Increased and Decreased Intensity Alternatives assume a change in the level of development for a portion of the project area, which is consistent within the designation variables for the North Sacramento Community Plan and the Alternative Location Alternative discusses the feasibility of moving the location of the project area.

NO PROJECT

Description

Discussion of this alternative is required by section 15126(d)(2) of CEQA Guidelines. Its intent and objectives are to compare the differences in environmental impacts, while considering overall project goals. This alternative would retain the project area in its present state with current land use designations and assumes no redevelopment incentives for the area. This alternative assumes the status quo for all development in the area and maintains the existing roadway patterns.

TABLE ZZ

ALTERNATIVES SUMMARY

ALTERNATIVE	DESCRIPTION	ENVIRONMENTALLY SUPERIOR	SHOULD REMAIN UNDER CONSIDERATION
No Project	This alternative would provide for the status quo of the area.	Yes	Yes
Study Area Alternate	This alternative would provide for expansion of the study area.	No	No
Circulation Alternative 1/ Exposition Connector Only	This alternative proposes redevelopment on the same level as the proposed plan with only the completion of the Exposition Connector.	No	No
Circulation Alternative 2/ Arden-Garden Connector Only	This alternative proposes redevelopment on the same level as the proposed plan with only the completion of the Arden Garden Connector.	No	No
Reduced Intensity	This alternative proposes less intense land uses for a portion of the project area.	No	No
Increased Intensity	This alternative proposes more intense land uses for a portion of the project area.	No	No

Source: STA Planning, Inc.

TABLE AAA

COMPARATIVE ANALYSIS

RESOURCE	PROPOSED PROJECT	NO PROJECT ALTERNATIVE	STUDY AREA ALTERNATIVE	CIRCULATION ALTERNATIVE 1	CIRCULATION ALTERNATIVE 2	REDUCED INTENSITY	INCREASED INTENSITY
LAND USE	Displacement of residents may occur with redevelopment activities. A major displacement of residents could occur near Del Paso Boulevard and SR 160 if a mobile home park was to be replaced by park/open space uses, consistent with the North Sacramento Community Plan.	Land use impacts associated with the No Project Alternative would be lesser than the proposed project. It is anticipated that development will continue to occur in the project area and development will be consistent with the North Sacramento Community Plan however due to the social and economic conditoins of the area, development will occur at a much slower rate. Thus lessening the potential for land use impacts to occur.	Land use impacts pertaining to displacement of residents would be similar to the proposed project, but may occur on a larger scale.	The proposed plan analysis included completion of this roadway extension in conjunction with the Arden-Garden Connector. Whereas most of the vacant land in the project area would be made accessible with this roadway extension, it is anticipated that even without the completion of the Arden-Garden Connector potential land use impacts associated with this alternative will be similar to those identified for the proposed plan.	The land use impacts associated with this alternative will be similar to the proposed project. The land use impacts discussed for the proposed plan will ultimately be the same for this alternative because completion of this roadway segment is considered as part of the proposed plan and much of the development required for completion of the roadway segment will be located outside the boundaries of the project area.	Land uses for the Reduced Intensity Alternative will be the same as the proposed plan. A reduction in intensity of use is proposed for a portion of the project area. The area is located south of Highway 160 adjacent to the American River Parkway. In the proposed plan, this area was designated for industrial and labor intensive uses. As part of this alternative these land use designations will remain, although the initially proposed 480,000 square feet of office use in this area will be converted to light industrial uses. Light industrial uses are allowed in the labor intensive land use designation. If light industial uses are	Land uses for the increased intensity alternative will not change from the land uses in the proposed plan. The area where the increased intensity of uses will occur, along the north and south sides of Highway 160, is designated for labor intensive and industrial uses. Land use incompatibilities should not exist for the additional proposed office and industrial uses associated with this alternative. Land use incompatibilities could occur for the proposed additional 200 residential units to be located in this area, since the area is designated for communication uses and labor intensive uses. The boundaries of this alternative will be the

TABLE AAA

Alternatives

COMPARATIVE ANALYSIS

RESOURCE	PROPOSED PROJECT	NO PROJECT ALTERNATIVE	STUDY AREA ALTERNATIVE	CIRCULATION ALTERNATIVE 1	CIRCULATION ALTERNATIVE 2	REDUCED INTENSITY	INCREASED INTENSITY
						developed in the 32-acre area, no land use conflicts will occur. It is anticipated that the land use impacts associated with this alternative will be similar to the proposed plan.	same as those for the proposed plan and it is anticipated that other land use impacts identified for the proposed plan will similar to those impacts that may be associated with this alternative.
LAND USE (Cont'd.)	Displacement of businesses may occur as commercial and industrial properties redevelop. Displacement of industrial/ heavy commercial uses is also anticipated in Special Planning Districts (SPDs).		Land use impacts pertaining to displacement of businesses would be similar to the proposed project but may occur on a larger scale.				
	Implementation of the Redevelopment Plan will encourage several public improvements such as improved water/ wastewater/drainagefacilities, the Arden-Garden Connector and Evergreen Street Extension to SR		Impacts pertaining to disruptions of existing neighborhoods would be similar to the proposed project.				

TABLE AAA

COMPARATIVE ANALYSIS

RESOURCE	PROPOSED PROJECT	NO PROJECT ALTERNATIVE	STUDY AREA ALTERNATIVE	CIRCULATION ALTERNATIVE 1	CIRCULATION ALTERNATIVE 2	REDUCED INTENSITY	INCREASED INTENSITY
	160. These improvements may disrupt or divide existing neighborhoods along the thoroughfares. Established areas may be disrupted due to increased congestion, noise, and air quality degradation.						
LAND USE (Cont'd.)	Internally, land use incompatibilities may occur where new development or redevelopment allows non-residential uses adjacent to residential uses.		Existing and future land uses in the larger study area indicate a mix and juxtaposition of residential and non-residential uses and higher density residential adjacent to lower density residential. Land use incompatibility impacts are anticipated to be similar to the proposed project, but may occur on a larger scale.				
	Future land use incompatibilities could occur where major land use changes could result in		Impacts pertaining to future land use incompatibilities will be similar to the proposed project				

TABLE AAA

Alternatives

COMPARATIVE ANALYSIS

RESOURCE	PROPOSED PROJECT	NO PROJECT ALTERNATIVE	STUDY AREA ALTERNATIVE	CIRCULATION ALTERNATIVE 1	CIRCULATION ALTERNATIVE 2	REDUCED INTENSITY	INCREASED INTENSITY
	non-residential uses developing near residential areas or in higher density housing near low-density residential uses.		but may occur at a larger scale.				
LAND USE (Cont'd.)	Development consistent with designated Community Plan land uses may result in land use incompatibilities between the proposed industrial/ labor intensive complex south of SR 160 and the American River Parkway.		Additional future development is proposed in the South Natomas Community Plan in the southwestern portion of the larger study area. Incompatibility impacts with the American River Parkway would increase in scope with the larger study area.				
LAND USE PLANS	The North Sacramento Community Plan is internally inconsistent, conflicting with Policy A9 of the Housing Element by designating land uses that could replace an existing mobile home park with park/open space uses. Implementation of the	Development will continue to occur under the No Project Alternative and development will be consistent with the North Sacramento Community Plan. Land use plan impacts that presently exist are identified in the existing conditions of the Land Use Plans section.	Land use plan impacts to the City General Plan, North Sacramento Community Plan, American River Parkway Plan and Master Parks and Recreation Facility Plan are expected to be similar to the proposed project. In addition, there may be impacts to the South	Without completion of the Arden-Garden Connector this alternative would be in conflict with the North Sacramento Community Plan. It is anticipated that other land use plan impacts associated with this alternative will be similar to the proposed plan be-	The proposed plan incorporates the completion of the Arden-Garden Connector as part of the plan. Without the additional completion of the Exposition Connector, this alternative would be in conflict with North Sacramento Community Plan. Therefore, it is	The boundaries of this alternative will be the same as the proposed plan. The area of this alternative which will be subject to reduced levels of intensity is located along the southern side of Highway 160 adjacent to the American River Parkway.	The area identified in the alternative which will undergo increased intensity in use is located along Highway 160 adjacent to the American River Parkway. In the proposed plan land use plan impacts were identified with the American

TABLE AAA

COMPARATIVE ANALYSIS

RESOURCE	PROPOSED PROJECT	NO PROJECT ALTERNATIVE	STUDY AREA ALTERNATIVE	CIRCULATION ALTERNATIVE 1	CIRCULATION ALTERNATIVE 2	REDUCED INTENSITY	INCREASED INTENSITY
LAND USE PLANS (Cont.)	proposed project may also result in conflict with jobs-housing balance policies depending on the intensity of future employment-generating uses and the success of mixed-use concepts in the Special Planning Districts. Implementation of the proposed project, which supports industrial and labor intensive uses near the American River Parkway, may conflict with the policies of the Commerce and Industry Land Use Element. Implementation of the proposed project may result in conflicts with Goal C, Policy 1 of the Conservation and Open Space Element. Implementation of land uses assumed under the	These impacts identified will remain. It is anticipated that these impacts associated with land use plans will be lesser and/or similar to the proposed project.	Natomas Community Plan.	cause no change in land uses are proposed beyond those associated with the plan.	anticipated that the impacts to land use plans discussed in the analysis of the proposed plan will be similar to and/or greater for this alternative.	way. For the proposed plan land use plan conflicts were identified with the American River Parkway Plan. These conflicts were associated with the levels of industrial development near the American River Parkway. It is anticipated that the level of industrial development will increase for this alternative thus further increasing those impacts associated with the American River Parkway Plan. Other land use plan conflicts associated with this alternative are anticipated to be similar to the proposed plan.	River Parkway Plan. These impacts were associated with the level of net industrial development near the American River Parkway. In the increased intensity alternative the level of industrial development will be reduced and office use will be increased. It is anticipated that the impacts on land use plans associated with the American River Parkway Plan will be lesser and/or similar to the proposed plan. Other land use plan impacts are anticipated to be similar to the proposed plan.

TABLE AAA

Alternatives

COMPARATIVE ANALYSIS

RESOURCE	PROPOSED PROJECT	NO PROJECT ALTERNATIVE	STUDY AREA ALTERNATIVE	CIRCULATION ALTERNATIVE 1	CIRCULATION ALTERNATIVE 2	REDUCED INTENSITY	INCREASED INTENSITY
	proposed project may result in conflicts with park and open space actions identified in the Public Facilities and Services Element of the North Sacramento Community Plan. The land uses assumed under the Redevelopment Plan include industrial and labor intensive uses near the American River Parkway. Individual projects proposed under the Plan may conflict with adopted goals and policies related to visual impacts on the Parkway, damage to wildlife, and recreation use disruption depending on specific location, design, and height. The Parks and Recreation Facilities Master Plan does not indicate a						

TABLE AAA

COMPARATIVE ANALYSIS

RESOURCE	PROPOSED PROJECT	NO PROJECT ALTERNATIVE	STUDY AREA ALTERNATIVE	CIRCULATION ALTERNATIVE 1	CIRCULATION ALTERNATIVE 2	REDUCED INTENSITY	INCREASED INTENSITY
	future park at the SR 160 and Del Paso Boulevard area although it is indicated in the North Sacramento Community Plan as "Parks, Parkways, and Open Space," and by extension, is included in the proposed Redevelopment Plan.						
POPULATION AND EMPLOYMENT	No project-specific population impacts were identified.	The current population and employment levels identified in the existing conditions of the Population and Employment section will remain under the No Project Alternative. Because of the existing social and economic conditions it is anticipated that population and employment levels may increase but only on a small scale. The potential impacts associated with population and employment in the area will be lesser	The current population of the alternative plan boundary area equals 52,300. Due to the larger amount of vacant land and the infill designation adjacent to the Natomas East Main Drainage Canal, it is anticipated that a greater number of new residential units could be developed. Population increases would be greater than that of the proposed project. No primary impacts were identified for the proposed project.	The analysis of the proposed plan accounts for completion of this roadway segment in conjunction with the Arden-Garden Connector. It is anticipated that with the same boundaries and levels of development as the proposed plan, even without the completion of the Arden Garden Connector, population changes and employment levels associated with this alternative will be similar to those identified in the proposed plan because	The proposed plan incorporates the completion of the Arden-Garden Connector as part of the proposed plan. In this alternative it is assumed that development will occur on the same level as the proposed project, but without the completion of the Exposition Connector some lack of accessibility may occur to the labor intensive areas along State Route 160 and Royal Oaks Drive. Therefore, it is anticipated that the change in	Changes in the levels of population associated with the Reduced Intensity Alternative will be similar to the proposed plan. The Reduced Intensity Alternative will only reduce office intensities for the project area. No net changes to the residential growth of the proposed plan are anticipated under this alternative. Utilizing Sacramento General Plan employee	The Increased Intensity Alternative will provide for an additional 200 multi-family units above the 526 associated with the proposed plan. Utilizing the 2.03 figure for the number of persons per household from the proposed plan, additional population associated with for this alternative will be 1,474 people as compared to 1,067 people associated with the proposed plan. It is

TABLE AAA

Alternatives

COMPARATIVE ANALYSIS

RESOURCE	PROPOSED PROJECT	NO PROJECT ALTERNATIVE	STUDY AREA ALTERNATIVE	CIRCULATION ALTERNATIVE 1	CIRCULATION ALTERNATIVE 2	REDUCED INTENSITY	INCREASED INTENSITY
POPULATION AND EMPLOYMENT (Cont'd.)		than the proposed project with regards to available numbers of residential units. Impacts related to employment such as displacement of businesses would occur but to a lesser degree than the proposed plan.	As with the proposed project, no primary impacts would be identified for the larger study area.	this connector does not access any non-residential vacant areas.	levels of population and employment associated with this alternative would be lesser than those identified for the proposed plan.	generation rates (see Table O) for the proposed plan, it is anticipated that under the Reduced Intensity Alternative a total of 1,395 potential jobs will not be provided for. The reduced number of jobs in the area would result in a lesser contribution to the jobs-housing imbalance. Other impacts associated with employment for this alternative will be greater than for the proposed plan because of the reduction in the number of employment opportunities.	anticipated that the change in the levels of population associated with this alternative will be greater than the proposed plan. The increase in population could lead to impacts in housing or employment. Utilizing the employment generation factors for the General Plan listed in Table O of proposed plan analysis, it is estimated that under the Increased Intensity Alternative the number of potential employment opportunities could be approximately 5,326. This is an increase of 346 potential new jobs above the 4,980 potential new jobs associated with the net development of proposed plan.

TABLE AAA

COMPARATIVE ANALYSIS

RESOURCE	PROPOSED PROJECT	NO PROJECT ALTERNATIVE	STUDY AREA ALTERNATIVE	CIRCULATION ALTERNATIVE 1	CIRCULATION ALTERNATIVE 2	REDUCED INTENSITY	INCREASED INTENSITY
							It is anticipated that the employment impacts associated with this alternative will be greater than those of the proposed plan.
POPULATION AND EMPLOYMENT (Cont'd.)	The proposed increases in industrial and office uses will provide employment opportunities for such occupations as: shipping and receiving clerks, typists, bookkeeping, accountants and data processing. The associated Countywide average wages and salaries of these occupations will provide the employees with a yearly income level that is lower than the estimated 1990 median income level of $23,462 for the area. This income level will make it difficult for a single-income household to purchase an average						

TABLE AAA

Alternatives

COMPARATIVE ANALYSIS

RESOURCE	PROPOSED PROJECT	NO PROJECT ALTERNATIVE	STUDY AREA ALTERNATIVE	CIRCULATION ALTERNATIVE 1	CIRCULATION ALTERNATIVE 2	REDUCED INTENSITY	INCREASED INTENSITY
	priced home in the area. This could lead to a housing/jobs imbalance for the area and in turn a need for more affordable housing in the regional and local areas.						
POPULATION AND EMPLOYMENT (Cont'd.)	The proposed plan will increase the demand for skilled employees in the North Sacramento area. The North Sacramento area has a notably lower percentage of residents (25+ years) who have graduated from high school or college than the City or County of Sacramento. Due to this potential lack of skilled local employees, future employers may be forced to utilize more skilled commuter workers from other areas of the City and/or County. Implementation of the						

TABLE AAA

COMPARATIVE ANALYSIS

RESOURCE	PROPOSED PROJECT	NO PROJECT ALTERNATIVE	STUDY AREA ALTERNATIVE	CIRCULATION ALTERNATIVE 1	CIRCULATION ALTERNATIVE 2	REDUCED INTENSITY	INCREASED INTENSITY
	proposed project may result in a displacement of businesses as properties redevelop. Business displacement could occur where existing commercial properties at Hawthorne Street/El Monte Avenue, Eleanor Street/ Del Paso Boulevard, and Land Street/Del Paso Boulevard are identified for residential uses in the North Sacramento Community Plan. Other major changes will take place in the Del Paso Boulevard/El Camino Avenue intersection where the Udewitz Market Study indicated commercial redevelopment was likely. In addition, the North Sacramento Community Plan text indicates that industrial/ heavy commercial uses are planned to be phased out in the Special Plan-						

TABLE AAA

Alternatives

COMPARATIVE ANALYSIS

RESOURCE	PROPOSED PROJECT	NO PROJECT ALTERNATIVE	STUDY AREA ALTERNATIVE	CIRCULATION ALTERNATIVE 1	CIRCULATION ALTERNATIVE 2	REDUCED INTENSITY	INCREASED INTENSITY
	ning districts in favor of office, retail, and higher density housing.						
HOUSING	Housing units may be eliminated for redevelopment projects proposed in the project area. Despite the proposed number of new units, an insufficient number of housing units will be available in relationship to employment opportunities. New demand will also contribute to a jobs/housing imbalance in the City as a whole. Precise impacts of the proposed project to housing costs cannot be accurately forecasted due to the inability to predict market changes. Generally, housing costs and rental rates can be expected to rise in conjunc-	The existing levels of housing stock will remain under the No Project Alternative. The existing economic and social conditions of the area have led to degradation of the housing stock in the area. It is anticipated that under the No Project Alternative the housing stock will continue to deteriorate and housing impacts associated with this alternative may be greater than the proposed plan.	The estimated number of housing units for the alternative equals 16,380. Impacts related to displacement of residents are anticipated to be similar or greater than the proposed project depending on the future development proposed in the larger study area. The larger number of residential units and vacant residential land could help alleviate jobs/housing balance impacts associated with the proposed project, and by extension could reduce affordability impacts. It is estimated that in terms of housing, fewer jobs/housing balance impacts would occur with the alternative.	The analysis of the proposed plan accounts for completion of this roadway segment in conjunction with the Arden-Garden Connector. It is anticipated that with the same boundaries and levels of development as the proposed plan, even without the completion of the Arden-Garden Connector, housing impacts associated with this alternative will be similar to those identified in the proposed plan, because this connector does not access any non-residential vacant areas.	It is anticipated that impacts to housing in this alternative will be similar to those identified for the proposed plan. The proposed plan incorporates the completion of the Arden-Garden Connector as part of the plan. Completion of this roadway will not require any additional displacement of housing units along Arden Way.	The boundaries of this alternative are the same as for the proposed plan. The Reduced Intensity Alternative will convert proposed office space to industrial use. Employee generation rates generally associated with industrial uses are less than those for office uses. Based on this it is anticipated that implementation of this alternative will reduce the overall level of employment for the project area. This could lead to a lesser contribution to the jobs-housing imbalance associated with the area. Other housing impacts associated with	The Increased Intensity Alternative will provide for an additional 200 multi-family units. This together with the 526 net development residential units of the proposed plan will increase residential net development to 726 units. Based upon the figures generated under the employment portion of this analysis, there could be a potential total of 5,326 new jobs associated with this alternative. The increase in the number of potential jobs is greater than the increase in the number of new residential units and potentially available units associated

TABLE AAA

COMPARATIVE ANALYSIS

RESOURCE	PROPOSED PROJECT	NO PROJECT ALTERNATIVE	STUDY AREA ALTERNATIVE	CIRCULATION ALTERNATIVE 1	CIRCULATION ALTERNATIVE 2	REDUCED INTENSITY	INCREASED INTENSITY
HOUSING (Cont'd.)	tion with increased housing demand and declining vacancy rates. As the project area realizes the effects of the proposed Redevelopment Plan, renewed economic vitality may result in gentrification of the residential areas.					the proposed project would be similar with this alternative.	with the proposed plan. It is anticipated that the impacts associated with the jobs-housing imbalance will continue to exist and potentially could be greater for this alternative.
TRAFFIC AND CIRCULATION	For the "Existing Plus Project" scenario, level-of-service deteriorates at the Arden/ Del Paso/-Grove/ Canterbury intersection form "C" to "F" during the a.m. peak hour, assuming that all six approaches to the intersection continue to operate. During the p.m. peak hour, level-of-service deteriorates from the existing "E" to "F" under the "Existing Plus Project" scenario. The V/C experiences a .55 increase.	In this alternative the existing conditions identified in the Traffic and Circulation section of this EIR will remain. Poor levels of service will continue for the Arden/Del Paso/Grove/ Canterbury intersection and the El Camino Avenue west of Del Paso area. Limited access to crossing the Natomas East Main Drainage Canal will continue. With this alternative no efforts will be made to improve the circulation	In this alternative the traffic levels and impacts associated with the proposed project will remain as part of the project. Additional major roadways will be included in this alternative including portions of Grand Avenue, Interstate 80, Northgate Boulevard and West El Camino Boulevard. The boundaries of the alternative will extend across the Natomas East Main Drainage Canal and thus incorporate the traffic and circulation	Consideration of the completion of the Exposition Extension in conjunction with the completion of the Arden-Garden Connector was provided as part of the analysis of the proposed plan. Based upon the projected traffic volumes provided for this alternative (Exhibit 30) and traffic volumes for the proposed plan, it is anticipated that impacts to traffic associated with this alternative will be similar to and/or greater	Completion of the Arden-Garden Connector will provide for additional east-west circulation across the Natomas East Main Drainage Canal. Exhibit 32 provides projected 2010 Daily Traffic Volumes for this Alternative. Comparing these volumes to the proposed 2010 daily traffic volumes for the proposed project, which includes the completion of the Exposition Extension, it is anticipated that the traffic volumes for this alternative	The circulation pattern for this alternative will be the same as the proposed plan. The development of the Arden-GardenConnector in conjunction with Exposition Connector will be completed as part of this alternative. It is anticipated that the reduced intensity of the area where the Exposition Connector is located will somewhat reduce traffic volumes in this area, but not significantly.	The increased levels of population and employment associated with this alternative could lead to increased traffic volumes along the roadways of the project area. The impacts associated with traffic volumes for the Increased Intensity Alternative are anticipated to be similar and/or greater than those identified for the proposed plan.

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RESOURCE	PROPOSED PROJECT	NO PROJECT ALTERNATIVE	STUDY AREA ALTERNATIVE	CIRCULATION ALTERNATIVE 1	CIRCULATION ALTERNATIVE 2	REDUCED INTENSITY	INCREASED INTENSITY
TRANSPORTATION AND CIRCULATION (Cont'd.)	The projected level-of-service also deteriorates from the existing "A" to "D" at the intersection of Arden Way and Evergreen Street for the "Existing Plus Project" scenario. During the p.m. peak hour, this intersection experiences an increase in V/C of .27 over the existing condition, and a change in level-of-service from "C" to "E". Provision of adequate turn lanes on the Evergreen Street approaches would provide sufficient capacity to achieve LOS "C" at this intersection. The feasibility of providing these turn lanes is not known and will have to be investigated by the City Public Works Department during the engineering feasibility studies for the Evergreen Extension.	patterns or alleviate increases in traffic. It is anticipated that the traffic levels for the No Project Alternative will be less than those identified for the proposed project, but the potential impacts associated with the circulation patterns for this alternative will be greater than the proposed project.	problems that are associated with the limited roadway crossings of the Natomas East Main Drainage Canal. Inherently, with the increased number of roadways in this alternative there will be potential for a greater number of traffic impacts to exist.	than those identified for proposed plan. It is also anticipated that without completion of the Arden-Garden Connector, impacts to the circulation patterns for the project area will be similar to and/or greater than those identified for the proposed plan.	will be greater than those of the proposed plan. The increase in traffic associated with this alternative will provide for greater traffic and circulation impacts to the project area.	The traffic levels and impacts associated with this alternative will be similar to the proposed plan.	

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COMPARATIVE ANALYSIS

RESOURCE	PROPOSED PROJECT	NO PROJECT ALTERNATIVE	STUDY AREA ALTERNATIVE	CIRCULATION ALTERNATIVE 1	CIRCULATION ALTERNATIVE 2	REDUCED INTENSITY	INCREASED INTENSITY
	No specific designs have been proposed for any of the potential parking sites. Any discussion of impacts would be speculative at this point. On a general level, however, when designs are developed for parking along Del Paso Boulevard, entrance and exit points must be carefully designed to minimize impacts with the Light Rail operations on Del Paso Boulevard. Parking should be provided at locations where proposed Redevelopment projects cannot provide sufficient parking on-site, and on-street parking is already heavily utilized. In the vicinity of light rail stations, provision of parking in excess of the minimum requirements, should be carefully evaluated to be consistent with						

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COMPARATIVE ANALYSIS

RESOURCE	PROPOSED PROJECT	NO PROJECT ALTERNATIVE	STUDY AREA ALTERNATIVE	CIRCULATION ALTERNATIVE 1	CIRCULATION ALTERNATIVE 2	REDUCED INTENSITY	INCREASED INTENSITY
	transit use.						
AIR QUALITY	The proposed project will have a short-term impact on air quality caused by construction activities. The demolition and clearing of existing uses, the excavation of the subsurface utilities, the preparation of foundations and footings, and building assembly will create temporary emissions of dusts, fumes, equipment exhaust and other air contaminants throughout the project construction period. While most construction activity impacts are confined to the immediate project vicinity, there is some potential for impacts to spill over into the surrounding community.	Air quality impacts associated with the No Project Alternative will be lesser in degree than the proposed project. Traffic levels for this alternative are anticipated to be lesser than the proposed project, therefore reducing vehicle emissions in the area. Also the level of industrial, commercial and retail development will be decreased which will reduce other sources of air pollutants.	On a project-specific level it is anticipated that air quality impacts will be similar to those identified for the proposed plan.	Air quality impacts for the proposed plan are generally associated with the levels of traffic for the area. Because the traffic levels associated with this alternative are expected to be similar and/or greater than that of the proposed plan, air quality impacts are anticipated to be similar to and/or greater than those identified for the proposed plan.	The potentially increased levels of traffic associated with this alternative could create additional automobile pollutants to be released into the air. This may create air quality impacts that are cumulatively greater than the impacts associated with the proposed plan.	Air Quality impacts are generally associated with the traffic levels of the area. Because the traffic levels for this alternative are expected to be similar to the proposed plan, it is anticipated that the air quality impacts associated with the Reduced Intensity Alternative will be similar to the proposed plan.	Air Quality impacts are generally associated with the traffic volumes of the area. It is anticipated, with the previously discussed increase in traffic levels associated with this alternative, that air quality impacts will also increase. Thus, air quality impacts associated with this alternative could be greater than those identified in the proposed plan.

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COMPARATIVE ANALYSIS

RESOURCE	PROPOSED PROJECT	NO PROJECT ALTERNATIVE	STUDY AREA ALTERNATIVE	CIRCULATION ALTERNATIVE 1	CIRCULATION ALTERNATIVE 2	REDUCED INTENSITY	INCREASED INTENSITY
AIR QUALITY (Cont'd.)	The 8-hour standard is exceeded at time in the Sacramento area with isolated violations expected to continue until late in the 1990s. While no project-specific CO impacts have been identified, even small additional incremental additions to CO levels and may exacerbate a violation of standards. The project will have an impact on regional air quality. Mobile source emissions will be generated from the residents, office employees and retail customers. The project will be a major contributor to additional vehicular air pollution emission within the Sacramento Air Quality Maintenance Area (AQMA) regardless of the						

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COMPARATIVE ANALYSIS

RESOURCE	PROPOSED PROJECT	NO PROJECT ALTERNATIVE	STUDY AREA ALTERNATIVE	CIRCULATION ALTERNATIVE 1	CIRCULATION ALTERNATIVE 2	REDUCED INTENSITY	INCREASED INTENSITY
AIR QUALITY (Cont'd.)	degree of trip diversion that may be achieved. The project represents new sources of automotive emissions in an air basin that already exceeds ambient air quality standards for several pollutants. These results are also a "worst-case analysis" since some fraction of the project traffic burden will be diverted to other transportation modes, but the overall magnitude of project-related air pollution emissions will be substantial regardless of any trip diversion. Redevelopment vehicular emissions will add a substantial air pollutant increment to the overall regional burden. Intensified redevelopment in commercial,						

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COMPARATIVE ANALYSIS

RESOURCE	PROPOSED PROJECT	NO PROJECT ALTERNATIVE	STUDY AREA ALTERNATIVE	CIRCULATION ALTERNATIVE 1	CIRCULATION ALTERNATIVE 2	REDUCED INTENSITY	INCREASED INTENSITY
AIR QUALITY (Cont'd.)	industrial, and residential areas with access to a variety of similar nearby uses may generate fewer and/or shorter automobile trips than new development in outlying areas. Redevelopment may afford greater opportunities for diversion to non-vehicular transportation models that are already available and accessible to a participant pool spread over a much smaller service area. The project generates a significant project-specific, regional air quality impact not because of its scope, but because growth exceeding significance thresholds causes a prohibited "net increase" in regional air pollution emissions.						
NOISE	The proposed project will generate temporary	Noise impacts associated with this alternative will	Noise impacts associated with this alternative are	Community noise levels are generally associated	Community noise levels are generally associated	Community noise level impacts are generally	Because the boundaries of this alternative are

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Alternatives

COMPARATIVE ANALYSIS

RESOURCE	PROPOSED PROJECT	NO PROJECT ALTERNATIVE	STUDY AREA ALTERNATIVE	CIRCULATION ALTERNATIVE 1	CIRCULATION ALTERNATIVE 2	REDUCED INTENSITY	INCREASED INTENSITY
NOISE (Cont'd.)	construction noise on a short-term and long-term basis. Construction-related noise impacts can be anticipated throughout the 15-year buildout period. Construction-related noise sources include such emitters as trucks, bulldozers, grading equipment, concrete mixers and portable generators. The pockets of residential uses located along the main roadway thoroughfares of Arden Way and Del Paso Boulevard may experience incrementally greater noise levels due to implementation of the proposed plan. The areas along the eastern corridor of El Camino Boulevard and the southern portion of Del	be lesser than the noise impacts discussed for the proposed plan. Traffic levels and overall development associated with this alternative are anticipated to be lesser than the proposed plan, therefore noise associated with vehicles will also be reduced and this alternative. Additionally, this alternative would not result in any construction-related noise impacts.	anticipated to be greater than the proposed project. Community noise levels are generally associated with automobiles, railroads, and aircraft. It is anticipated that traffic levels throughout the area will increase, creating increased traffic-related noise levels. The broadening of the project boundaries will also incorporate two areas with potentially existing noise impacts into the project area. The project area will incorporate the area in the north, which are directly adjacent to McClellan Air Force Base. These areas could be subject to significant aircraft noise. The project area will also be increased in size to incorporate more vacant area	with aircraft, railways, and automobiles. In this alternative the boundaries of the project area will remain the same as the proposed plan. Therefore, railway and aircraft noise impacts associated with this alternative will be similar to those identified for the proposed plan. It is anticipated that because the traffic levels associated with this alternative are similar to and/or greater than the proposed plan the noise levels associated with the roadways of the project area will be similar to and/or greater than those identified for the proposed plan.	with railways, aircraft, and automobiles. In this alternative the boundaries of the project area will remain the same as for the proposed plan. Therefore, railway and aircraft noise impacts associated with this alternative will be similar to those identified for the proposed plan. It is anticipated that because the traffic levels are increased for this alternative, the roadway noise levels will also increase. The increased roadway noise levels may have the most significant impacts on the residential areas located along such roadways as Arden Way, El Camino Boulevard, Del Paso boulevard and Highway 160.	associated with railways, aircraft, and automobiles. The area boundaries for this alternative are the same as the proposed plan. Therefore, it is anticipated that railway and aircraft noise impacts associated with this alternative would be similar to those identified for the proposed plan. It is also anticipated that because the traffic levels for this alternative will be similar to the proposed plan, the traffic-related noise impacts for this alternative will also be similar to those identified for the proposed plan.	the same as for the proposed plan, impacts related to railway and aircraft noise associated with this alternative would be similar to those identified for the proposed plan. Traffic-related noise levels associated with the Increased Intensity Alternative could be greater than those identified in the proposed plan due to the increased traffic volumes of this alternative.

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COMPARATIVE ANALYSIS

RESOURCE	PROPOSED PROJECT	NO PROJECT ALTERNATIVE	STUDY AREA ALTERNATIVE	CIRCULATION ALTERNATIVE 1	CIRCULATION ALTERNATIVE 2	REDUCED INTENSITY	INCREASED INTENSITY
NOISE (Cont'd.)	Paso Boulevard may experience some land use-noise incompatibilities due to the conversion from industrial and commercial uses to Special Planning Districts (SPDs). Multi-family residences located in these areas, within 136 feet of the centerline of the roadways, may experience noise levels greater than 65 CNEL. Under existing conditions the mobile home park experiences noise levels associated with the traffic on Highway 160 that exceed "normally acceptable" levels. Possible conversion of this area to a park will increase the "normally acceptable" noise level for this area to 70 CNEL. Under the existing plus project scenario the 70 CNEL		along the two railroad lines that run through the North Sacramento Community. Thus providing a potential for additional noise conflicts to arise between the railroads and future residential uses.				

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RESOURCE	PROPOSED PROJECT	NO PROJECT ALTERNATIVE	STUDY AREA ALTERNATIVE	CIRCULATION ALTERNATIVE 1	CIRCULATION ALTERNATIVE 2	REDUCED INTENSITY	INCREASED INTENSITY
NOISE (Cont.)	noise contour will be within the boundaries of the park. Some portions of the park are closer to the roadway than 267 feet (distance to the 70 CNEL contour) and these areas of the park may be subject to "unacceptable" noise levels. The vacant area located at the northeastern point of the project area is designated for residential uses in the proposed plan. This area is located is located within the overflight zone of the McClellan Air Force Base and is subject to noise levels ranging from 65 CNEL to 70 CNEL. The Sacramento General Plan Noise Element does not allow for residential uses within the 65-70 CNEL noise contour. Residential uses are						

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COMPARATIVE ANALYSIS

RESOURCE	PROPOSED PROJECT	NO PROJECT ALTERNATIVE	STUDY AREA ALTERNATIVE	CIRCULATION ALTERNATIVE 1	CIRCULATION ALTERNATIVE 2	REDUCED INTENSITY	INCREASED INTENSITY
NOISE (Cont'd.)	allowed in the overflight area in general. The proposed plan will allow for new development adjacent to both rail lines. Most new development in these areas will be either industrial or office uses and thus increasing the allowable noise levels for these areas. The vacant area in the northeastern part of the project area is designated for residential use and is adjacent to the Southern Pacific Railroad line. Noise levels associated with railroad operations may have a significant impact on this particular area and should be considered on a project-specific basis.						

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COMPARATIVE ANALYSIS

RESOURCE	PROPOSED PROJECT	NO PROJECT ALTERNATIVE	STUDY AREA ALTERNATIVE	CIRCULATION ALTERNATIVE 1	CIRCULATION ALTERNATIVE 2	REDUCED INTENSITY	INCREASED INTENSITY
GEOLOGY/ SOILS	Differential settlement of compressible soils that exist in the project area could potentially cause severe damage to foundations of structures due to non-homogeneous subsurface conditions. Recompaction of compressible soils during grading could result in shrinkage by approximately 5 to 15 percent. Permanent dewatering, if needed, could induce subsidence if not properly addressed by a geotechnical engineer. The weight of new artificial fill could cause consolidation of underlying unsuitable natural soil and subsequent settlement of the fill, which could continue for years. The addition of irrigation water and variations in	The boundaries of the No Project Alternative are essentially the same as those of the proposed plan. Because the level of development will be decreased for this area, due to the existing economic and social hinderences of the area, it is anticipated that potential impacts associated with geology/soils will be lesser than those identified for the proposed project.	Geology/and soils impacts are anticipated to be similar to the proposed project. Future residents, workers, and property would be subjected to seismic, soil expansion, ground subsidence, etc. The larger area contains one additional soil type which is characterized by a high water table, and which is protected by levees.	Because the project boundaries for this alternative are the same as for the proposed plan and development will occur in similar areas, it is anticipated that all geology/soils impacts associated with this alternative will be similar to those identified for the proposed plan.	It is anticipated that because the boundaries for this alternative are the same as the proposed plan and development will occur in similar places, that all geology/soils impacts associated with this alternative will be similar to those identified for the proposed plan.	The project boundaries and areas of development of the Reduced Intensity Alternative are the same as the proposed plan. It is anticipated that the geology/soils impacts associated with this alternative will be similar to the proposed plan.	The project boundaries and areas of development of the Increased Intensity Alternative are the same as the proposed plan. It is anticipated that the impacts associated with geology/soils will be similar to those impacts identified for the proposed plan.

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COMPARATIVE ANALYSIS

RESOURCE	PROPOSED PROJECT	NO PROJECT ALTERNATIVE	STUDY AREA ALTERNATIVE	CIRCULATION ALTERNATIVE 1	CIRCULATION ALTERNATIVE 2	REDUCED INTENSITY	INCREASED INTENSITY
GEOLOGY/ SOILS (Cont'd.)	groundwater level within collapsible soils can induce hydroconsolidation and settlement which may adversely affect utilities and structures. Expansive soils not detected prior to construction may severely damage structural foundations, slabs, pavements, lake linings, and exterior flatwork. Grading and recompaction required to construct the proposed project with the expansive soils known to exist, creates a potentially significant project-specific impact. The proposed project will involve the exposure of people, structures, and objects to seismic hazards such as severe ground shaking at a maximum intensity of VIII (Modi-						

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COMPARATIVE ANALYSIS

RESOURCE	PROPOSED PROJECT	NO PROJECT ALTERNATIVE	STUDY AREA ALTERNATIVE	CIRCULATION ALTERNATIVE 1	CIRCULATION ALTERNATIVE 2	REDUCED INTENSITY	INCREASED INTENSITY
GEOLOGY/ SOILS (Cont'd.)	fied Mercalli Scale). In such an instance, some damage may occur to structures such as cracking or structural failure. Seismic-induced liquefaction can cause ground failure resulting in severe damage to buildings, flatwork, pavement and underground utilities. The potential for liquefaction can vary over short lateral distances, and the liquefaction potential on the project site may vary from one building site to the next. Some sandy and silty soils in the project area may be susceptible to liquefaction.						
HYDROLOGY	Applicants wishing to develop property within the 100-year flood plain will have to incorporate adequate flood protec-	It is anticipated that impacts associated with hydrology for the No Project Alternative will be lesser than or similar	All of the larger study area is located in the 100-year floodplain. Flooding, water quality, and groundwater impacts	Because the project boundaries for this alternative are the same as for the proposed plan and development will	It is anticipated that because the boundaries for this alternative are the same as the proposed plan and development	The project boundaries and areas of development of the Reduced Intensity Alternative will be the same as the	The project boundaries and areas of development of the Increased Intensity Alternative are the same as for the

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COMPARATIVE ANALYSIS

RESOURCE	PROPOSED PROJECT	NO PROJECT ALTERNATIVE	STUDY AREA ALTERNATIVE	CIRCULATION ALTERNATIVE 1	CIRCULATION ALTERNATIVE 2	REDUCED INTENSITY	INCREASED INTENSITY
HYDROLOGY (Cont'd.)	tion measures. The Land Use Planning Policy within the 100-year Flood Plain in the City and County of Sacramento EIR recommends that the General Plan Land Use policies add measures to reduce risk of flood damage. The projects also have to comply with any applicable Federal Emergency Management Agency requirements. Implementation of the proposed redevelopment plan will result in an increase in the exposure of people, structures and objects to flood hazards. Most of the future development would occur in areas requiring continued levee protection. The most likely flooding would occur in association with NEMOC.	to those identified for the proposed project. The area of the No Project Alternative is essentially the same area as the proposed project but development levels will be eliminated under the No Project Alternative. Therefore, many of the hydrology impacts related to development discussed for the proposed plan are not likely to occur under the No Project Alternative.	are anticipated to be similar to those identified for the proposed project. In addition, the Natomas area is subject to more severe flooding impacts than the area of the proposed project.	occur in similar areas, it is anticipated that all hydrology impacts associated with this alternative will be similar to those identified for the proposed plan.	will occur in similar places, that all hydrology impacts associated with this alternative will be similar to those identified for the proposed plan.	proposed plan. It is anticipated that the hydrology impacts associated with this alternative will be similar to the proposed plan.	proposed plan. It is anticipated that the impacts associated with hydrology will be similar to those impacts identified for the proposed plan.

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COMPARATIVE ANALYSIS

RESOURCE	PROPOSED PROJECT	NO PROJECT ALTERNATIVE	STUDY AREA ALTERNATIVE	CIRCULATION ALTERNATIVE 1	CIRCULATION ALTERNATIVE 2	REDUCED INTENSITY	INCREASED INTENSITY
HYDROLOGY (Cont'd.)	Flooding-related impacts to traffic could also occur in the event of flooding in the Sacramento River at Orchard Lane area. Major drainage improvements would be necessary in North Sacramento to entirely eliminate current flooding hazards. Any construction-related activity has the potential to impact water quality. Suspended solids and turbidity levels in streams may increase significantly below construction activities. Potential water quality impacts are greatest during construction activities for this type of project, although operations-related impacts can occur. Vehicular traffic may increase the amount of petroleum products and other chemicals in nearby waterways. Illegal						

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COMPARATIVE ANALYSIS

RESOURCE	PROPOSED PROJECT	NO PROJECT ALTERNATIVE	STUDY AREA ALTERNATIVE	CIRCULATION ALTERNATIVE 1	CIRCULATION ALTERNATIVE 2	REDUCED INTENSITY	INCREASED INTENSITY
HYDROLOGY (Cont'd.)	dumping may increase along new roadways and access points. Changes to water quality may also occur due to increases in runoff from impervious surfaces on sites which are presently vacant or under-utilized. Water quality may also be influenced by illegal dumping from new commercial and industrial uses. Impacts associated with groundwater contamination sources (underground tanks) within the project area would remain until all tanks have been removed.						
BIOLOGICAL RESOURCES	Adoption of the redevelopment plan would result in development on the two parcels of land in the project area that contain extensive stands of native oaks (sites 2	The levels of development associated with the No Project Alternative because of the existing social and economic conditions of the area, will continue but at a	The presence of additional vacant land may result in additional sites containing sensitive biotic features. The southwest portion of the alternative lies adjacent to the	The project boundaries for this alternative are the same as the proposed plan and because development will occur in similar areas of the project area, many of the	It is anticipated that because the boundaries for this alternative are the same as the proposed plan and development will occur in similar places, that all biological	The project boundaries and areas of development of the Reduced Intensity Alternative will be the same as the proposed plan. It is anticipated that the	The project boundaries and areas of development of the Increased Intensity Alternative are the same as the proposed plan. It is anticipated that the

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COMPARATIVE ANALYSIS

RESOURCE	PROPOSED PROJECT	NO PROJECT ALTERNATIVE	STUDY AREA ALTERNATIVE	CIRCULATION ALTERNATIVE 1	CIRCULATION ALTERNATIVE 2	REDUCED INTENSITY	INCREASED INTENSITY
BIOLOGICAL RESOURCES (Cont'd.)	and 40). The redevelopment plan designates site 2 for industrial development and site 40 for the development of high-density housing. Large mature oaks are essentially irreplaceable, and development resulting in the destruction of such trees represents a significant impact of the proposed project. Buildout of the proposed plan could result in minor losses of small, fragmented wetlands. Adoption of the redevelopment plan could result in a significant impact to the valley elderberry longhorn beetle, a federally listed and protected species. Development of site 2 would result in the destruction of elderberry bushes	significantly reduced level. The development which will occur will be consistent with the North Sacramento Community Plan. The reduced level of development will provide for less utilization of open areas and biologically sensitive areas. The biological impacts associated with this alternative will be lesser than those identified for the proposed plan.	Discovery Park subarea of the American River Parkway Plan. The Plan indicates the presence of significant riparian areas. Depending on future development near the Parkway and other sensitive open space areas, biological impacts could be greater than that of the proposed project. Depending on the location of these additional vacant areas it may be possible to avoid the most significant or sensitive sites and concentrate development on other vacant areas or underutilized sites.	biological impacts identified for the proposed plan will be similar for this alternative. However, the extension of the Exposition Connector may provide future access for development to occur in the adjacent vacant areas that surround the Exposition Connector, thus potentially allowing development closer to the American River Parkway.	resource impacts associated with this alternative will be similar to those identified for the proposed plan.	biological resources impacts associated with this alternative will be similar to the proposed plan.	impacts associated with biological resources will be similar to those impacts identified for the proposed plan.

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COMPARATIVE ANALYSIS

RESOURCE	PROPOSED PROJECT	NO PROJECT ALTERNATIVE	STUDY AREA ALTERNATIVE	CIRCULATION ALTERNATIVE 1	CIRCULATION ALTERNATIVE 2	REDUCED INTENSITY	INCREASED INTENSITY
BIOLOGICAL RESOURCES (Cont'd.)	which support the local VELB population. Project related activities (such as road improvements and maintenance) could adversely affect the row of elderberries in site 3 which may impact VELB populations.						
CULTURAL RESOURCES	The potential for the existence of prehistoric resources is estimated to be low to moderate. The confluence of the American River and the Sacramento River creates potential for the presence of cultural resources as these two streams were a source of abundant food supply for the Nisenan Maidu Indians. Due to the presence of three recorded archaeological sites (outside project area, but in close proximity) and the proximity of the project area	In this alternative all culturally significant resources identified in the existing conditions of the Cultural Resources section would remain in their current state. It is anticipated that under the No Project Alternative these culturally significant resources would continue to deteriorate, because development and reconstruction of these resources will not occur on a significant level. Impacts to cultural resources under the No Project Alternative will	A review of information from the California Archaeological Inventory indicates the presence of one or more archaeological sites in the southwestern portion of the larger study area. Impacts to archaeological resources could be greater than that of the proposed project if these areas are disrupted. No historic resources have been identified outside of the core area included in the proposed project.	In the area of the Exposition Connector there has been some historic and archeological significant resources identified. The Southern Pacific Railroad tracks are located at the western terminus of the existing Exposition Boulevard and are designated as a historic landmark. If constructed, the roadway will go over these tracks and no significant impacts are anticipated. Also in the vicinity of the Exposition Connector there has been recorded three	It is anticipated that because the boundaries for this alternative are the same as the proposed plan and development will occur in similar places, that all cultural resource impacts associated with this alternative will be similar to those identified for the proposed plan.	The project boundaries and areas of development of the Reduced Intensity Alternative will be the same as the proposed plan. It is anticipated that the cultural resources impacts associated with this alternative will be similar to the proposed plan.	The project boundaries and areas of development of the Increased Intensity Alternative are the same as the proposed plan. It is therefore anticipated that the impacts associated with Cultural Resources will be similar to those impacts identified for the proposed plan.

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RESOURCE	PROPOSED PROJECT	NO PROJECT ALTERNATIVE	STUDY AREA ALTERNATIVE	CIRCULATION ALTERNATIVE 1	CIRCULATION ALTERNATIVE 2	REDUCED INTENSITY	INCREASED INTENSITY
CULTURAL RESOURCES (Cont'd.)	to the American River, it is possible that some archaeological resources may be discovered during construction activity under the proposed Redevelopment Plan. Implementation of the proposed Redevelopment Plan may result in impacts to historic resources in the project area. Such impacts could include demolition of historic commercial, residential or institutional facilities as a result of changing land uses, or impacts to the integrity of historic areas due to incompatible building design of new construction. The structure at 1439 Del Paso Boulevard may meet the criteria for listing on the California Inventory of Historic Resources. The 2000-	be greater than those impacts identified for the proposed project. It is anticipated that impacts to archeological resources under the No Project Alternative will remain less than those identified for the proposed project. Under the No Project Alternative new development of vacant areas will not occur on a significant level. The decreased level of development will leave many areas throughout the project area undisturbed.		archaeological significant sites. It is anticipated that no significant impact will occur upon construction of the roadway because these sites do not fall into the roadway right-of-way. Because the project boundaries for this alternative are the same as for the proposed plan and development will occur in similar areas, it is anticipated that many of the cultural resource impacts associated with other areas of this alternative will be similar to those identified for the proposed plan.			

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RESOURCE	PROPOSED PROJECT	NO PROJECT ALTERNATIVE	STUDY AREA ALTERNATIVE	CIRCULATION ALTERNATIVE 1	CIRCULATION ALTERNATIVE 2	REDUCED INTENSITY	INCREASED INTENSITY
CULTURAL RESOURCES (Cont'd.)	2200 block of Del Paso Boulevard may also be eligible as a National Register of Historic Places District.						
PUBLIC SERVICES AND UTILITIES	No significant project-specific impacts were identified for the public services and utilities.	The deficiencies in infrastructure and public services as discussed in the Existing Conditions of the Public Services and Utilities section will remain. It is anticipated under this alternative that the infrastructure deficiencies such as, water mains, drainageways, sewer mains and roadways will continue to deteriorate. Also the public service deficiencies such as needed additional staffing or facilities will not be able to upgrade to meet the current service standards. The potential impacts associated with public services and utilities may be greater than	In addition to core area deficiencies in infrastructure and services, other subareas of the alternate plan boundaries exhibit deficiencies. Impacts to public services and utilities are anticipated to be greater due to the larger amount of development assumed on the areas of vacant property.	Because the project boundaries for this alternative are the same as for the proposed plan and development will occur in similar areas, it is anticipated that all public services and utilities impacts associated with this alternative will be similar to those identified for the proposed plan.	It is anticipated that because the boundaries for this alternative are the same as the proposed plan and development will occur in similar places, that all public services and utilities impacts associated with this alternative will be similar to those identified for the proposed plan.	The Reduced Intensity Alternative would reduce the overall office and industrial square footage for the project by 128,000 square feet and create an incremental reduction in needs for water, sewer, gas, electricity, telephone services, cable services, and solid waste disposal. Other public services and utilities such as police, fire, hospital services, and schools, base required service demands on levels of population. Since this alternative is not anticipated to reduce the population of this area,	The Increased Intensity Alternative will intensify development in a portion of the project area. This will affect such utilities as water, sewer, drainage and solid waste disposal. The impacts to these utilities could be slightly greater than those associated with the proposed plan. The other public services and utilities such as police, fire, hospital services, schools, telephone, gas, electricity and cable television could also be subject to impacts greater than the proposed plan due

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COMPARATIVE ANALYSIS

RESOURCE	PROPOSED PROJECT	NO PROJECT ALTERNATIVE	STUDY AREA ALTERNATIVE	CIRCULATION ALTERNATIVE 1	CIRCULATION ALTERNATIVE 2	REDUCED INTENSITY	INCREASED INTENSITY
PUBLIC SERVICES AND UTILITIES (Cont'd.)		those identified for the proposed plan.				it is expected that impacts associated with police, fire, hospital services and schools will be similar to proposed plan. The impacts associated with this alternative on roadways and drainageways will be similar to the proposed plan, since development of this area was to occur as part of the proposed plan, the extension of these utilities and services is not directly affected by the reduced intensity of this area.	to the increased level of population associated with this alternative. It is anticipated that the impacts of this alternative on roadways would be similar to the impacts associated with the proposed plan.

Environmental Analysis

Land Use

Land use impacts associated with the No Project Alternative would be lesser than the proposed project. It is anticipated that development will continue to occur in the project area and development will be consistent with the North Sacramento Community Plan however due to the social and economic conditions of the area, development will occur at a much slower rate. Thus lessening the potential for land use impacts to occur.

Land Use Plans

Development will continue to occur under the No Project Alternative and development will be consistent with the North Sacramento Community Plan. Land use plan impacts that presently exist are identified in the existing conditions of the Land Use Plans section. These impacts identified will remain. It is anticipated that these impacts associated with land use plans will be lesser and/or similar to the proposed project.

Population and Employment

The current population and employment levels identified in the existing conditions of the Population and Employment section will remain under the No Project Alternative. Because of the existing social and economic conditions it is anticipated that population and employment levels may increase but only on a small scale. The potential impacts associated with population and employment in the area will be lesser than the proposed project with regards to available numbers of residential units. Impacts related to employment such as displacement of businesses would occur but to a lesser degree than the proposed plan.

Housing

The existing levels of housing stock will remain under the No Project Alternative. The existing economic and social conditions of the area have led to degradation of the housing stock in the area. It is anticipated that under the No Project Alternative the housing stock will continue to deteriorate and housing impacts associated with this alternative may be greater than the proposed plan.

Traffic/Circulation

In this alternative the existing conditions identified in the Traffic and Circulation section of this EIR will remain. Poor levels of service will continue for the Arden/Del Paso/Grove/ Canterbury intersection and the El Camino Avenue west of Del Paso area. Limited access to crossing the Natomas East Main Drainage Canal will continue. With this alternative no efforts will be made to improve the circulation patterns or alleviate increases in traffic. It is anticipated that the traffic levels for the No Project Alternative will be less than those identified for the proposed project, but the potential impacts associated with the circulation

patterns for this alternative will be greater than the proposed project.

Air Quality

Air quality impacts associated with the No Project Alternative will be lesser in degree than the proposed project. Traffic levels for this alternative are anticipated to be lesser than the proposed project, therefore reducing vehicle emissions in the area. Also the level of industrial, commercial and retail development will be decreased which will reduce other sources of air pollutants.

Noise

Noise impacts associated with this alternative will be lesser than the noise impacts discussed for the proposed plan. Traffic levels and overall development associated with this alternative are anticipated to be lesser than the proposed plan, therefore noise associated with vehicles will also be reduced and this alternative. Additionally, this alternative would not result in any construction-related noise impacts.

Geology/Soils

The boundaries of the No Project Alternative are essentially the same as those of the proposed plan. Because the level of development will be decreased for this area, due to the existing economic and social hinderences of the area, it is anticipated that potential impacts associated with geology/soils will be lesser than those identified for the proposed project.

Hydrology

It is anticipated that impacts associated with hydrology for the No Project Alternative will be lesser than or similar to those identified for the proposed project. The area of the No Project Alternative is essentially the same area as the proposed project but development levels will be eliminated under the No Project Alternative. Therefore, many of the hydrology impacts related to development discussed for the proposed plan are not likely to occur under the No Project Alternative.

Biological Resources

The levels of development associated with the No Project Alternative because of the existing social and economic conditions of the area, will continue but at a significantly reduced level. The development which will occur will be consistent with the North Sacramento Community Plan. The reduced level of development will provide for less utilization of open areas and biologically sensitive areas. The biological impacts associated with this alternative will be lesser than those identified for the proposed plan.

Cultural Resources

In this alternative all culturally significant resources identified in the existing conditions of the Cultural Resources section would remain in their current state. It is anticipated that under the No Project Alternative these culturally significant resources would continue to deteriorate, because development and reconstruction of these resources will not occur on a significant level. Impacts to cultural resources under the No Project Alternative will be greater than those impacts identified for the proposed project.

It is anticipated that impacts to archeological resources under the No Project Alternative will remain less than those identified for the proposed project. Under the No Project Alternative new development of vacant areas will not occur on a significant level. The decreased level of development will leave many areas throughout the project area undisturbed.

Public Services and Utilities

The deficiencies in infrastructure and public services as discussed in the Existing Conditions of the Public Services and Utilities section will remain. It is anticipated under this alternative that the infrastructure deficiencies such as, water mains, drainageways, sewer mains and roadways will continue to deteriorate. Also the public service deficiencies such as needed additional staffing or facilities will not be able to upgrade to meet the current service standards. The potential impacts associated with public services and utilities may be greater than those identified for the proposed plan.

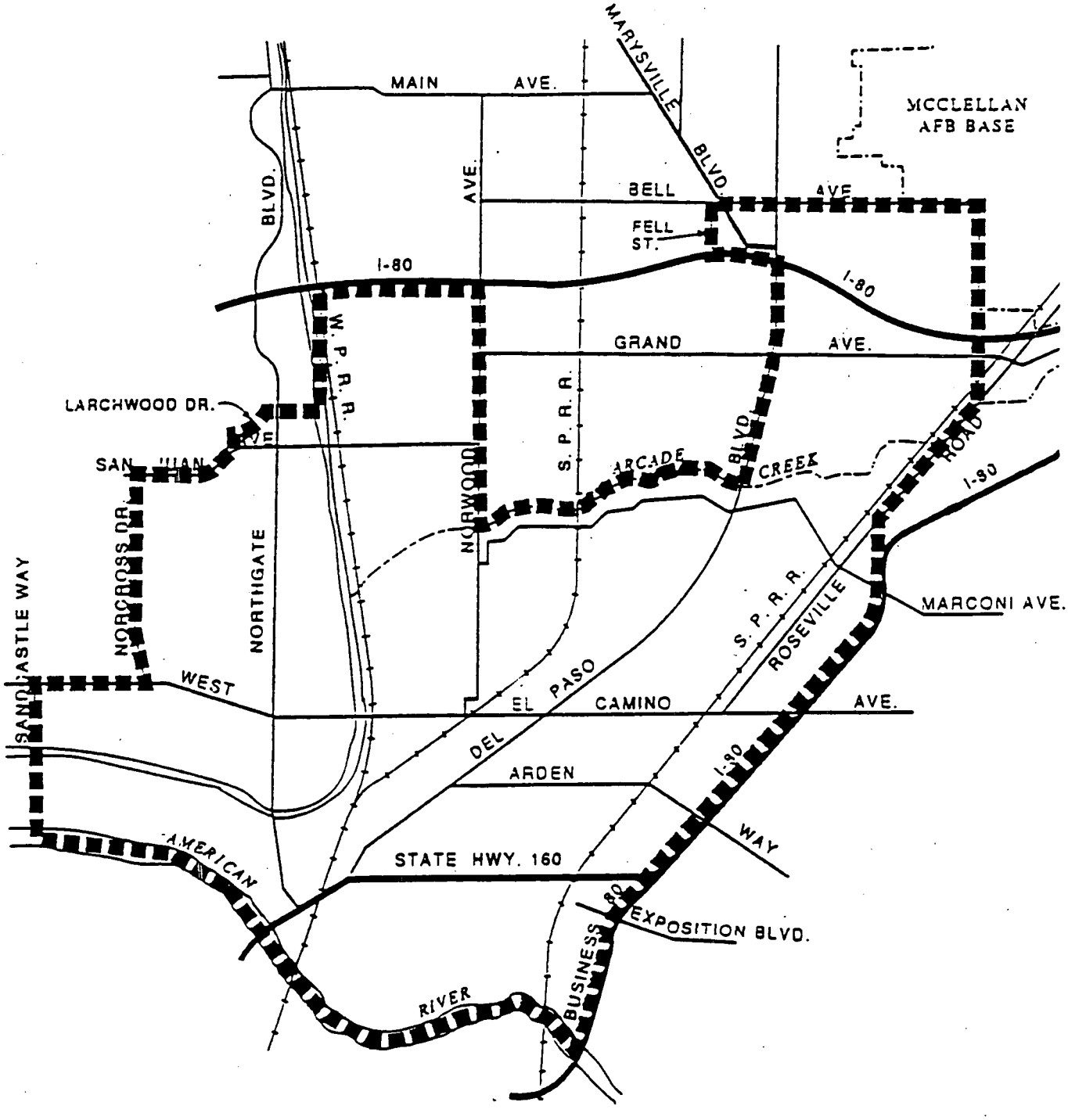
Overall this alternative is considered environmentally superior to the proposed project.

STUDY AREA ALTERNATIVE

The Study Area Alternative analyzes the buildout of the project assuming the original project area boundaries. Exhibit 28 indicates the original study area boundaries.

Description

This alternative assumes development of the project objectives under the survey area boundaries established by the City Council on October 2, 1990. In this alternative the project area totals 5,865 acres encompassed by the American River to the south, Business Route 80 to the east, Sand Castle Way/Norcross Drive to the west and Interstate 80 to the north. This alternative plan identifies a core study area as the most blighted area and requiring the most significant level of changes. It should be noted that the identified core study area of this alternative is the present project area of the proposed plan.



Source: Katz Hollis, Inc.

ALTERNATIVE PLAN BOUNDARIES

NORTH SACRAMENTO REDEVELOPMENT PLAN EIR
Sacramento Housing and Redevelopment Agency

STA inc.

no scale

Exhibit 28

Environmental Assessment

Land Use

Land use impacts would be similar in nature to the proposed project, but may occur on a larger scale. A review of Exhibit 8 in the Land Use section indicates additional areas of prime agricultural soils. The loss of these soils may not be significant on a local basis, but there would be a greater contribution to cumulative losses of prime agricultural soils.

Existing and future land uses in the larger study area indicate a mix and juxtaposition of residential and non-residential uses and higher density residential adjacent to lower density residential. Land use incompatibility impacts are anticipated to be similar to the proposed project, but may occur on a larger scale.

Additional future development is proposed in the South Natomas Community Plan in the southwestern portion of the larger study area. Incompatibility impacts with the American River Parkway would increase in scope with the larger study area.

Land Use Plans

Land use plan impacts to the City General Plan, North Sacramento Community Plan, American River Parkway Plan and Master Parks and Recreation Facility Plan are expected to be similar to the proposed project. In addition, there may be impacts to the South Natomas Community Plan.

Population and Employment

The current population of the alternative plan boundary area equals 52,300. Due to the larger amount of vacant land and the infill designation adjacent to the Natomas East Main Drainage Canal, it is anticipated that a greater number of new residential units could be developed. Population increases would be greater than that of the proposed project. No primary impacts were identified for the proposed project. As with the proposed project, no primary impacts would be identified for the larger study area.

Impacts related to displacement of businesses are anticipated to be similar or greater than the proposed project depending on the future development proposed in the larger study area. The larger number of residential units and additional vacant residential land could help alleviate jobs/housing balance impacts associated with the proposed project, and by extension could reduce affordability impacts. It is estimated that in terms of employment impacts, fewer jobs/housing balance impacts would occur with the alternative.

Housing

The estimated number of housing units for the alternative equals 16,380. Impacts related to displacement of residents are anticipated to be similar or greater than the proposed project depending on the future development proposed in the larger study area. The larger number of residential units and additional vacant residential land could help alleviate jobs/housing balance impacts associated with the proposed project, and by extension could reduce affordability impacts. It is estimated that in terms of housing, fewer jobs/housing balance impacts would occur with the alternative.

Traffic/Circulation

In this alternative the traffic levels and impacts associated with the proposed project will remain as part of the project. Additional major roadways will be included in this alternative including portions of Grand Avenue, Interstate 80, Northgate Boulevard and West El Camino Boulevard. The boundaries of the alternative will extend across the Natomas East Main Drainage Canal and thus incorporate the traffic and circulation problems that are associated with the limited roadway crossings of the Natomas East Main Drainage Canal. Inherently, with the increased number of roadways in this alternative there will be potential for a greater number of traffic impacts to exist.

Air Quality

Air quality impacts associated with the extended boundaries of this alternative are anticipated to be greater on a cumulative level than the proposed project. Traffic levels are anticipated to increase which will cumulatively increase the level of automobile pollutants released into the air. This alternative will also promote construction and reconstruction of a larger area than the proposed plan which could cumulatively add to the particulate matter released into the air. On a project-specific level it is anticipated that air quality impacts will be similar to those identified for the proposed plan.

Noise

Noise impacts associated with this alternative are anticipated to be greater than the proposed project. Community noise levels are generally associated with automobiles, railroads, and aircraft. It is anticipated that traffic levels throughout the area will increase, creating increased traffic-related noise levels. The broadening of the project boundaries will also incorporate two areas with potentially existing noise impacts into the project area.

The project area will incorporate the areas in the north, which are directly adjacent to McClellan Air Force Base. These areas could be subject to significant aircraft noise. The project area will also be increased in size to incorporate more vacant area along the two railroad lines that run through the North Sacramento Community. Thus providing a

potential for additional noise conflicts to arise between the railroads and future residential uses.

Geology/Soils

Geology/and soils impacts are anticipated to be similar to the proposed project. Future residents, workers, and property would be subjected to seismic, soil expansion, ground subsidence, etc. The larger area contains one additional soil type which is characterized by a high water table, and which is protected by levees.

Hydrology

All of the larger study area is located in the 100-year floodplain. Flooding, water quality, and groundwater impacts are anticipated to be similar to those identified for the proposed project. In addition, the Natomas area is subject to more severe flooding impacts than the area of the proposed project.

Biological Resources

The presence of additional vacant land may result in additional sites containing sensitive biotic features. The southwest portion of the alternative lies adjacent to the Discovery Park subarea of the American River Parkway Plan. The Plan indicates the presence of significant riparian areas. Depending on future development near the Parkway and other sensitive open space areas, biological impacts could be greater than that of the proposed project. Depending on the location of these additional vacant areas it may be possible to avoid the most significant or sensitive sites and concentrate development on other vacant areas or underutilized sites.

Cultural Resources

A review of information from the California Archaeological Inventory indicates the presence of one or more archaeological sites in the southwestern portion of the larger study area. Impacts to archaeological resources could be greater than that of the proposed project if these areas are disrupted. No historic resources have been identified outside of the core area included in the proposed project.

Public Services and Utilities

In addition to core area deficiencies in infrastructure and services, other subareas of the alternate plan boundaries exhibit deficiencies. Impacts to public services and utilities are anticipated to be greater due to the larger amount of development assumed on the areas of vacant property.

Overall, this alternative is not considered environmentally superior to the proposed project.

CIRCULATION ALTERNATIVE 1 - EXPOSITION CONNECTOR ONLY

Description

This alternative assumes development of only the Exposition Boulevard Connector. Completion of the Arden-Garden Connector would not occur. The Exposition Connector would extend from the corner of Evergreen and Arden Way along the existing roadway alignment of Evergreen Street to Highway 160. At the intersection of Highway 160 and Evergreen an interchange would be constructed with an extension continuing on over Highway 160 to Exposition Boulevard. All boundaries and parameters of this alternative would be the same as for the proposed project (refer to Exhibit 29).

Environmental Assessment

Land Use

The proposed plan analysis included completion of this roadway extension in conjunction with the Arden-Garden Connector. Whereas most of the vacant land in the project area would be made accessible with this roadway extension, it is anticipated that even without the completion of the Arden-Garden Connector potential land use impacts associated with this alternative will be similar to those identified for the proposed plan.

Land Use Plans

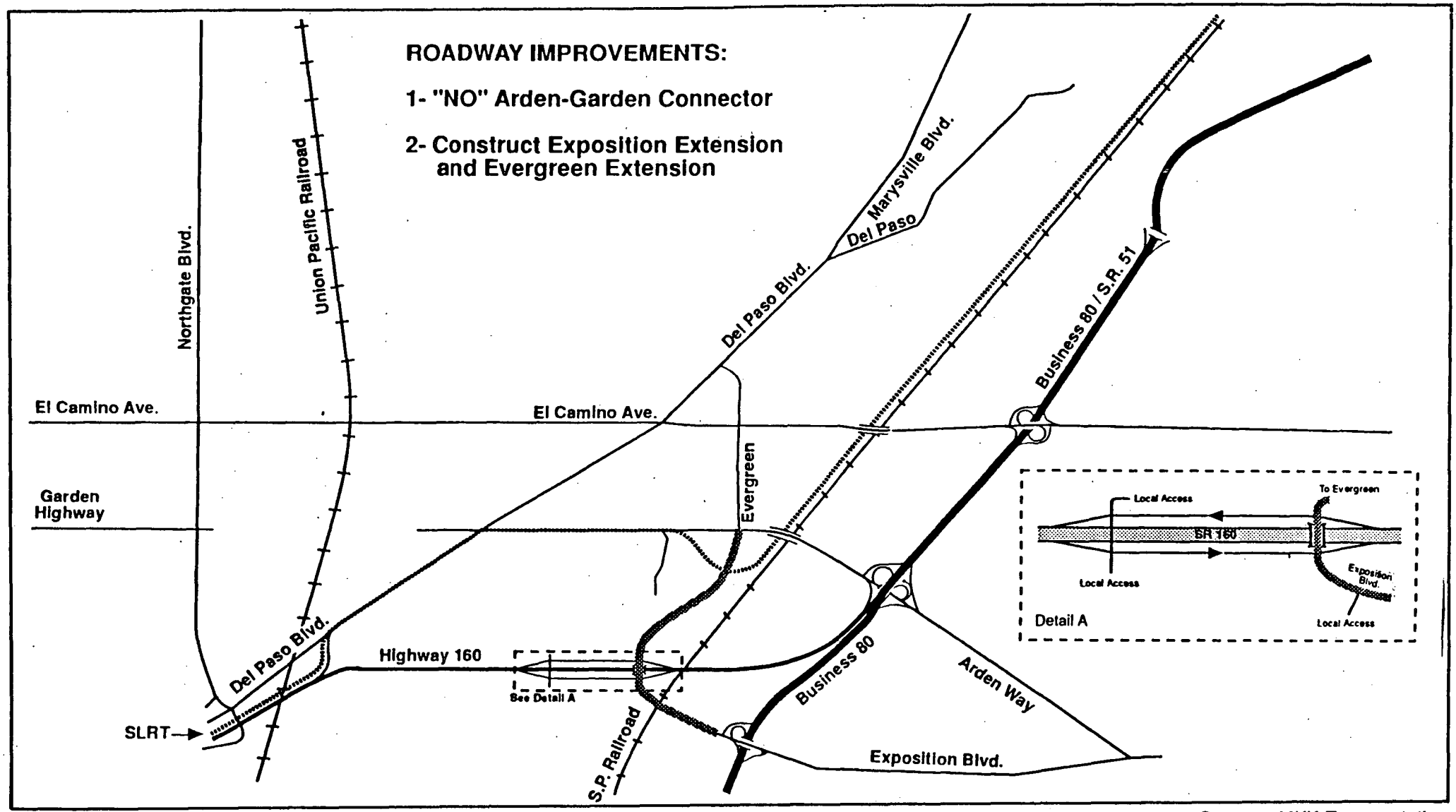
Without completion of the Arden-Garden Connector this alternative would be in conflict with the North Sacramento Community Plan. It is anticipated that other land use plan impacts associated with this alternative will be similar to the proposed plan because no change in land uses are proposed beyond those associated with the plan.

Population and Employment

The analysis of the proposed plan accounts for completion of this roadway segment in conjunction with the Arden-Garden Connector. It is anticipated that with the same boundaries and levels of development as the proposed plan, even without the completion of the Arden Garden Connector, population changes and employment levels associated with this alternative will be similar to those identified in the proposed plan because this connector does not access any non-residential vacant areas.

Housing

The analysis of the proposed plan accounts for completion of this roadway segment in conjunction with the Arden-Garden Connector. It is anticipated that with the same boundaries and levels of development as the proposed plan, even without the completion of the Arden-Garden Connector, housing impacts associated with this alternative will be



Source: MKK Transportation

ALTERNATIVE 1 CIRCULATION SYSTEM

NORTH SACRAMENTO REDEVELOPMENT PLAN EIR
Sacramento Housing and Redevelopment Agency

STA inc.
no scale

Exhibit 29

similar to those identified in the proposed plan, because this connector does not access any non-residential vacant areas.

Transportation/Circulation

Consideration of the completion of the Exposition Extension in conjunction with the completion of the Arden-Garden Connector was provided as part of the analysis of the proposed plan. Based upon the projected traffic volumes provided for this alternative (Exhibit 30) and traffic volumes for the proposed plan, it is anticipated that impacts to traffic associated with this alternative will be similar to and/or greater than those identified for proposed plan. It is also anticipated that without completion of the Arden-Garden Connector, impacts to the circulation patterns for the project area will be similar to and/or greater than those identified for the proposed plan.

Air Quality

Air quality impacts for the proposed plan are generally associated with the levels of traffic for the area. Because the traffic levels associated with this alternative are expected to be similar and/or greater than that of the proposed plan, air quality impacts are anticipated to be similar to and/or greater than those identified for the proposed plan.

Noise

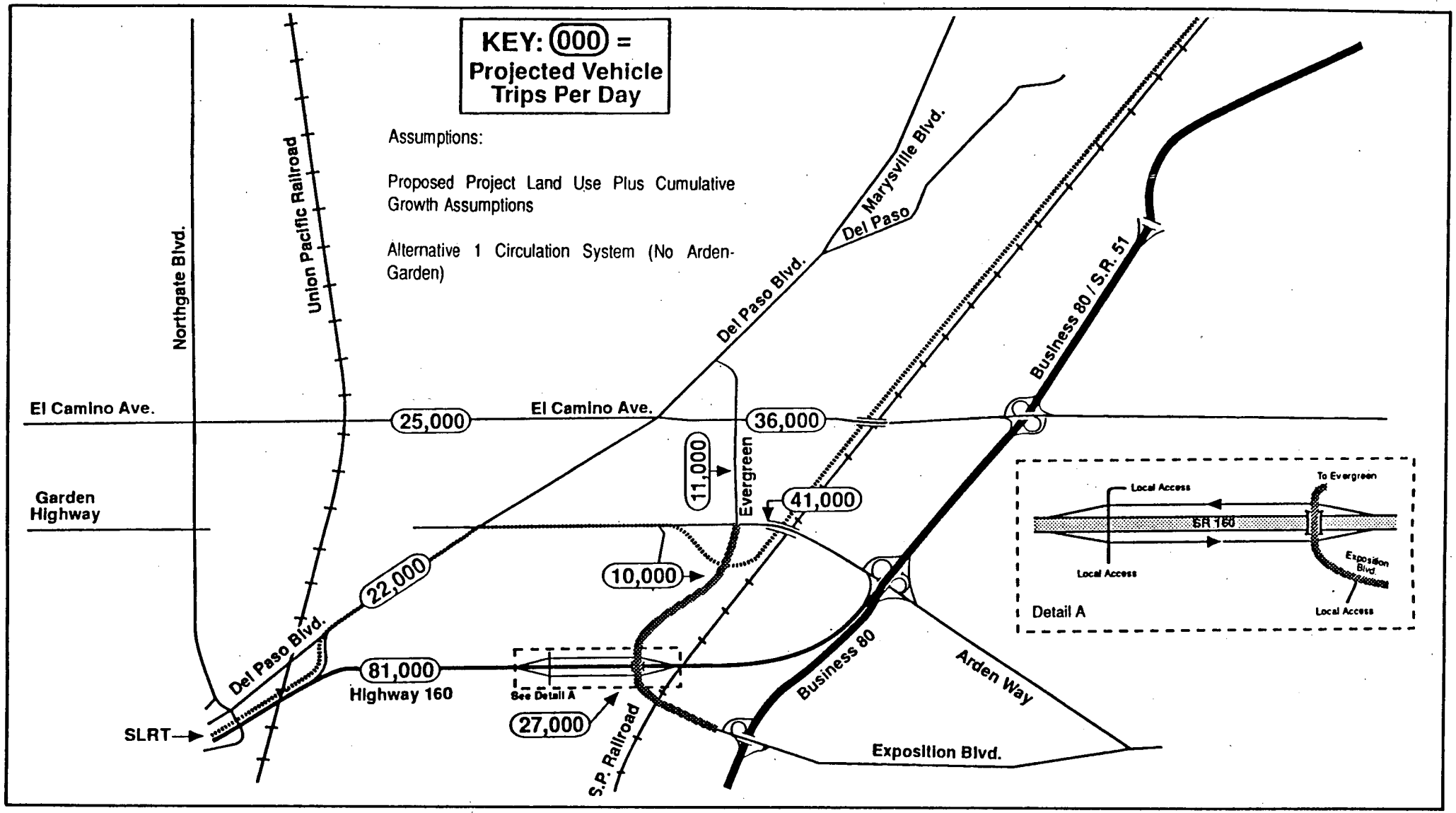
Community noise levels are generally associated with aircraft, railways, and automobiles. In this alternative the boundaries of the project area will remain the same as the proposed plan. Therefore, railway and aircraft noise impacts associated with this alternative will be similar to those identified for the proposed plan. It is anticipated that because the traffic levels associated with this alternative are similar to and/or greater than the proposed plan the noise levels associated with the roadways of the project area will be similar to and/or greater than those identified for the proposed plan.

Geology/Soils

Because the project boundaries for this alternative are the same as for the proposed plan and development will occur in similar areas, it is anticipated that all geology/soils impacts associated with this alternative will be similar to those identified for the proposed plan.

Hydrology

Because the project boundaries for this alternative are the same as for the proposed plan and development will occur in similar areas, it is anticipated that all hydrology impacts associated with this alternative will be similar to those identified for the proposed plan.



Source: MKK Transportation

ALTERNATIVE 1
2010 PROJECTED TRAFFIC VOLUMES

NORTH SACRAMENTO REDEVELOPMENT PLAN EIR
Sacramento Housing and Redevelopment Agency

STA inc.
no scale

Exhibit 30

Biological Resources

The project boundaries for this alternative are the same as the proposed plan and because development will occur in similar areas of the project area, many of the biological impacts identified for the proposed plan will be similar for this alternative. However, the extension of the Exposition Connector may provide future access for development to occur in the adjacent vacant areas that surround the Exposition Connector, thus potentially allowing development closer to the American River Parkway.

Cultural Resources

In the area of the Exposition Connector there has been some historic and archeological significant resources identified. The Southern Pacific Railroad tracks are located at the western terminus of the existing Exposition Boulevard and are designated as a historic landmark. If constructed, the roadway will go over these tracks and no significant impacts are anticipated. Also in the vicinity of the Exposition Connector there has been recorded three archaeological significant sites. It is anticipated that no significant impact will occur upon construction of the roadway because these sites do not fall into the roadway right-of-way.

Because the project boundaries for this alternative are the same as for the proposed plan and development will occur in similar areas, it is anticipated that many of the cultural resource impacts associated with other areas of this alternative will be similar to those identified for the proposed plan.

Public Services and Utilities

Because the project boundaries for this alternative are the same as for the proposed plan and development will occur in similar areas, it is anticipated that all public services and utilities impacts associated with this alternative will be similar to those identified for the proposed plan.

Overall, this alternative is not considered environmentally superior to the proposed project.

CIRCULATION ALTERNATIVE 2 - ARDEN-GARDEN CONNECTOR ONLY

Description

This alternative would assume the implementation of the proposed redevelopment plan in conjunction with the construction of the Arden-Garden Connector. The Exposition Boulevard Connector would not be developed but the Evergreen Extention to Royal Oaks Drive would be completed. The Arden-Garden Connector would link Arden Way with the Garden Highway by way of a bridge across the Natomas East Main Drainage Canal and Jefferson Avenue. All parameters and boundaries of this alternative would be the same for

the proposed redevelopment plan except for completion of the Exposition Connector (refer to Exhibit 31).

Environmental Assessment

Land Use

The land use impacts associated with this alternative will be similar to the proposed project. The land use impacts discussed for the proposed plan will ultimately be the same for this alternative because completion of this roadway segment is considered as part of the proposed plan and much of the development required for completion of the roadway segment will be located outside the boundaries of the project area.

Land Use Plans

The proposed plan incorporates the completion of the Arden-Garden Connector as part of the plan. Without the additional completion of the Exposition Connector, this alternative would be in conflict with North Sacramento Community Plan. Therefore, it is anticipated that the impacts to land use plans discussed in the analysis of the proposed plan will be similar to and/or greater for this alternative.

Population and Employment

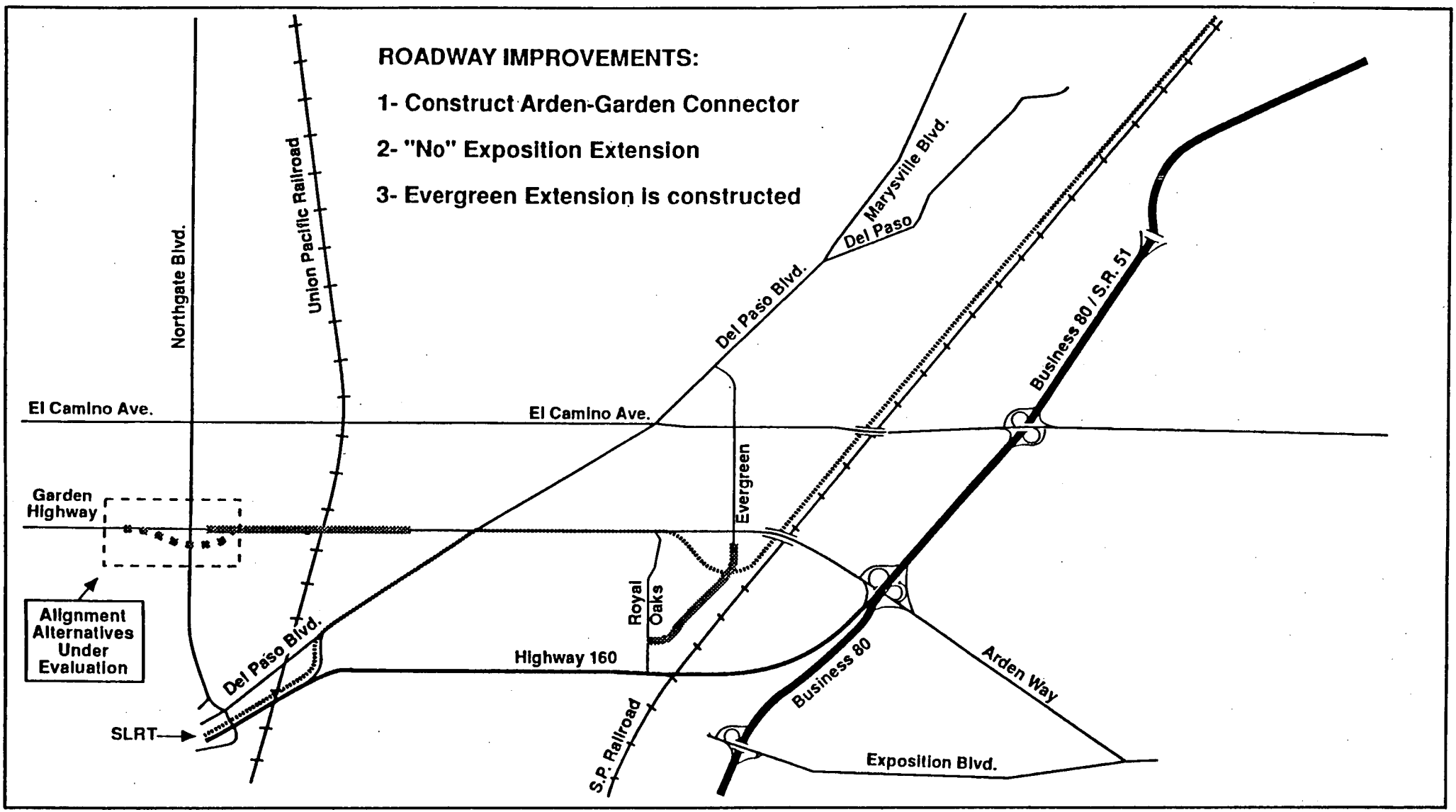
The proposed plan incorporates the completion of the Arden-Garden Connector as part of the proposed plan. In this alternative it is assumed that development will occur on the same level as the proposed project, but without the completion of the Exposition Connector some lack of accessibility may occur to the labor intensive areas along State Route 160 and Royal Oaks Drive. Therefore, it is anticipated that the change in levels of population and employment associated with this alternative would be lesser than those identified for the proposed plan.

Housing

It is anticipated that impacts to housing in this alternative will be similar to those identified for the proposed plan. The proposed plan incorporates the completion of the Arden-Garden Connector as part of the plan. Completion of this roadway will not require any additional displacement of housing units along Arden Way.

Transportation/Circulation

Completion of the Arden-Garden Connector will provide for additional east-west circulation across the Natomas East Main Drainage Canal. Exhibit 32 provides projected 2010 Daily Traffic Volumes for this Alternative. Comparing these volumes to the proposed 2010 daily traffic volumes for the proposed project, which includes the completion of the Exposition Extension, it is anticipated that the traffic volumes for this alternative will be greater than



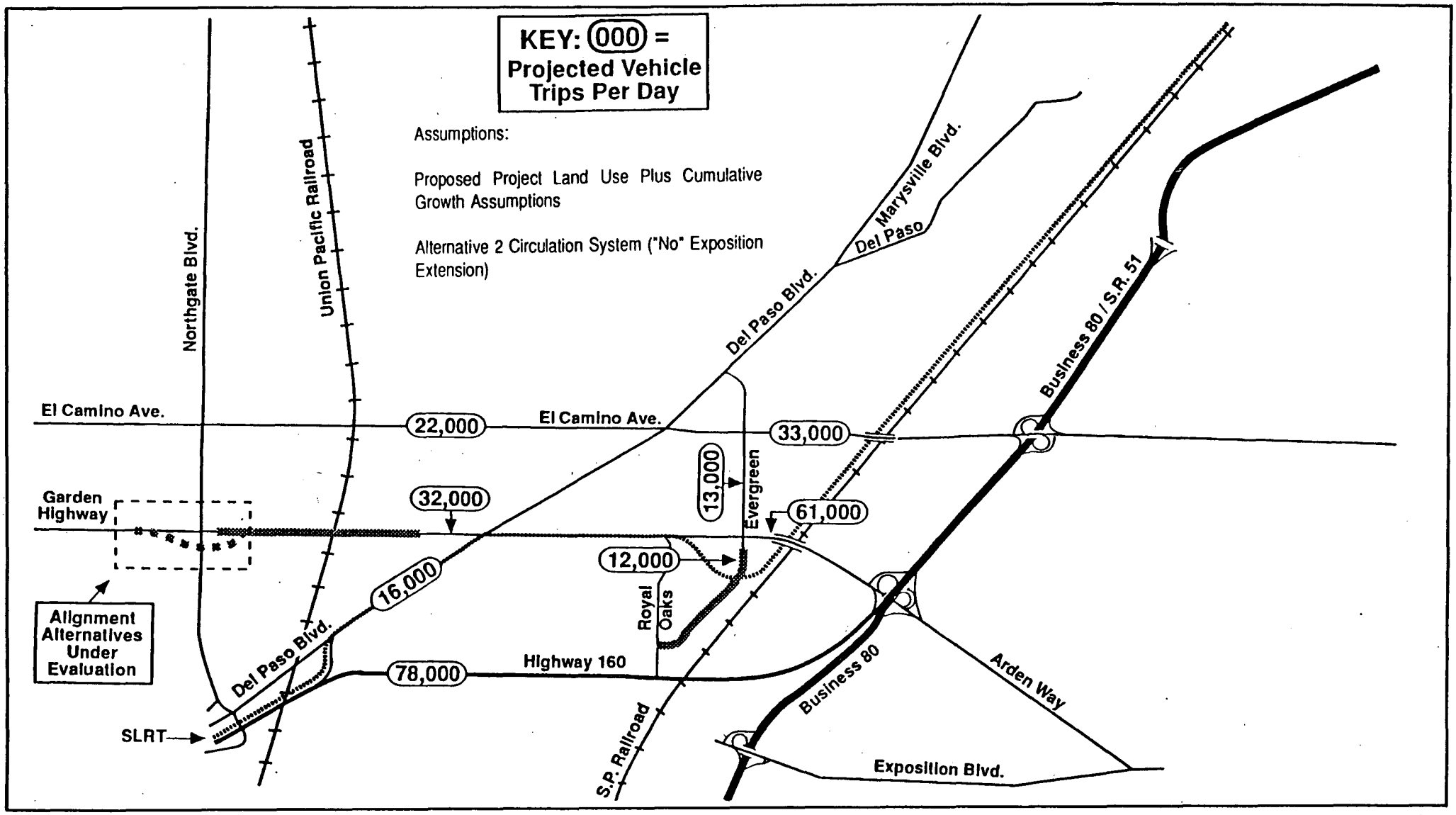
Source: MKK Transportation

ALTERNATIVE 2 CIRCULATION SYSTEM

NORTH SACRAMENTO REDEVELOPMENT PLAN EIR
Sacramento Housing and Redevelopment Agency

STA inc.
no scale

Exhibit 31



Source: MKK Transportation

ALTERNATIVE 2
2010 PROJECTED TRAFFIC VOLUMES

NORTH SACRAMENTO REDEVELOPMENT PLAN EIR
Sacramento Housing and Redevelopment Agency

STA inc.
no scale

Exhibit 32

those of the proposed plan. The increase in traffic associated with this alternative will provide for greater traffic and circulation impacts to the project area.

Air Quality

The potentially increased levels of traffic associated with this alternative could create additional automobile pollutants to be released into the air. This may create air quality impacts that are cumulatively greater than the impacts associated with the proposed plan.

Noise

Community noise levels are generally associated with railways, aircraft, and automobiles. In this alternative the boundaries of the project area will remain the same as for the proposed plan. Therefore, railway and aircraft noise impacts associated with this alternative will be similar to those identified for the proposed plan. It is anticipated that because the traffic levels are increased for this alternative, the roadway noise levels will also increase. The increased roadway noise levels may have the most significant impacts on the residential areas located along such roadways as Arden Way, El Camino Boulevard, Del Paso boulevard and Highway 160.

Geology/Soils

It is anticipated that because the boundaries for this alternative are the same as the proposed plan and development will occur in similar places, that all geology/soils impacts associated with this alternative will be similar to those identified for the proposed plan.

Hydrology

It is anticipated that because the boundaries for this alternative are the same as the proposed plan and development will occur in similar places, that all hydrology impacts associated with this alternative will be similar to those identified for the proposed plan.

Biological Resources

It is anticipated that because the boundaries for this alternative are the same as the proposed plan and development will occur in similar places, that all biological resource impacts associated with this alternative will be similar to those identified for the proposed plan.

Cultural Resources

It is anticipated that because the boundaries for this alternative are the same as the proposed plan and development will occur in similar places, that all cultural resource

impacts associated with this alternative will be similar to those identified for the proposed plan.

Public Services and Utilities

It is anticipated that because the boundaries for this alternative are the same as the proposed plan and development will occur in similar places, that all public services and utilities impacts associated with this alternative will be similar to those identified for the proposed plan.

Overall, this alternative is not considered environmentally superior to the proposed project.

REDUCED INTENSITY ALTERNATIVE

Description

It is assumed for this Reduced Intensity Alternative that 32 acres or 480,000 square feet located in the southern region of the project area, adjacent to the American River Parkway, will not be utilized for office space (refer to Appendix B, Buildout on vacant acres, traffic zone 569030). Instead, it is assumed that the 32 acres of office use will be utilized for industrial use, with an intensity level of 11,000 square feet/acre, rather than 15,000 square feet/acre for office space, thus reducing office uses and increasing industrial uses for the project area. Overall, the combined reduction in square footage for office and industrial uses will be 128,000 square feet less than the proposed plan. The boundaries and parameters for this alternative will be the same as for the proposed plan.

Environmental Assessment

Land Use

Land uses for the Reduced Intensity Alternative will be the same as the proposed plan. A reduction in intensity of use is proposed for a portion of the project area. The area is located south of Highway 160 adjacent to the American River Parkway. In the proposed plan, this area was designated for industrial and labor intensive uses. As part of this alternative these land use designations will remain, although the initially proposed 480,000 square feet of office use in this area will be converted to light industrial uses. Light industrial uses are allowed in the labor intensive land use designation. If light industial uses are developed in the 32-acre area, no land use conflicts will occur. It is anticipated that the land use impacts associated with this alternative will be similar to the proposed plan.

Land Use Plans

The boundaries of this alternative will be the same as the proposed plan. The area of this alternative which will be subject to reduced levels of intensity is located along the southern

side of Highway 160 adjacent to the American River Parkway. For the proposed plan land use plan conflicts were identified with the American River Parkway Plan. These conflicts were associated with the levels of industrial development near the American River Parkway. It is anticipated that the level of industrial development will increase for this alternative thus further increasing those impacts associated with the American River Parkway Plan. Other land use plan conflicts associated with this alternative are anticipated to be similar to the proposed plan.

Population and Employment

Changes in the levels of population associated with the Reduced Intensity Alternative will be similar to the proposed plan. The Reduced Intensity Alternative will only reduce office intensities for the project area. No net changes to the residential growth of the proposed plan are anticipated under this alternative.

Utilizing Sacramento General Plan employee generation rates (see Table O) for the proposed plan, it is anticipated that under the Reduced Intensity Alternative a total of 1,395 potential jobs will not be provided for. The reduced number of jobs in the area would result in a lesser contribution to the jobs-housing imbalance. Other impacts associated with employment for this alternative will be greater than for the proposed plan because of the reduction in the number of employment opportunities.

Housing

The boundaries of this alternative are the same as for the proposed plan. The Reduced Intensity Alternative will convert proposed office space to industrial use. Employee generation rates generally associated with industrial uses are less than those for office uses. Based on this it is anticipated that implementation of this alternative will reduce the overall level of employment for the project area. This could lead to a lesser contribution to the jobs-housing imbalance associated with the area. Other housing impacts associated with the proposed project would be similar with this alternative.

Transportation/Circulation

The circulation pattern for this alternative will be the same as the proposed plan. The development of the Arden-Garden Connector in conjunction with Exposition Connector will be completed as part of this alternative. It is anticipated that the reduced intensity of the area where the Exposition Connector is located will somewhat reduce traffic volumes in this area, but not significantly. The traffic levels and impacts associated with this alternative will be similar to the proposed plan.

Air Quality

Air Quality impacts are generally associated with the traffic levels of the area. Because the traffic levels for this alternative are expected to be similar to the proposed plan, it is anticipated that the air quality impacts associated with the Reduced Intensity Alternative will be similar to the proposed plan.

Noise

Community noise level impacts are generally associated with railways, aircraft, and automobiles. The area boundaries for this alternative are the same as the proposed plan. Therefore, it is anticipated that railway and aircraft noise impacts associated with this alternative would be similar to those identified for the proposed plan.

It is also anticipated that because the traffic levels for this alternative will be similar to the proposed plan, the traffic-related noise impacts for this alternative will also be similar to those identified for the proposed plan.

Geology/Soils

The project boundaries and areas of development of the Reduced Intensity Alternative are the same as the proposed plan. It is anticipated that the geology/soils impacts associated with this alternative will be similar to the proposed plan.

Hydrology

The project boundaries and areas of development of the Reduced Intensity Alternative will be the same as the proposed plan. It is anticipated that the hydrology impacts associated with this alternative will be similar to the proposed plan.

Biological Resources

The project boundaries and areas of development of the Reduced Intensity Alternative will be the same as the proposed plan. It is anticipated that the biological resources impacts associated with this alternative will be similar to the proposed plan.

Cultural Resources

The project boundaries and areas of development of the Reduced Intensity Alternative will be the same as the proposed plan. It is anticipated that the cultural resources impacts associated with this alternative will be similar to the proposed plan.

TABLE BBB

PROPOSED NET DEVELOPMENT FOR REDUCED AND INCREASED INTENSITY ALTERNATIVES

	RESIDENTIAL (UNITS)	RETAIL (9,000 S.F./AC)	OFFICE (15,000 S.F./AC)	INDUSTRIAL (11,000 S.F./AC)
Proposed Plan	526	37,890	540,000	1,227,000
Reduced Intensity	526	37,890	60,000	1,629,100
Increased Intensity (North Sacramento Land Company)	726	37,890	1,560,000	880,600

Source: STA Planning

Public Services and Utilities

The Reduced Intensity Alternative would reduce the overall office and industrial square footage for the project by 128,000 square feet and create an incremental reduction in needs for water, sewer, gas, electricity, telephone services, cable services, and solid waste disposal. Other public services and utilities such as police, fire, hospital services, and schools, base required service demands on levels of population. Since this alternative is not anticipated to reduce the population of this area, it is expected that impacts associated with police, fire, hospital services and schools will be similar to proposed plan.

The impacts associated with this alternative on roadways and drainageways will be similar to the proposed plan, since development of this area was to occur as part of the proposed plan, the extension of these utilities and services is not directly affected by the reduced intensity of this area.

Overall, this alternative is not considered environmentally superior to the proposed project.

INCREASED INTENSITY ALTERNATIVE

Description

It is assumed that the boundaries and parameters of this alternative will be the same as the proposed plan, but that in addition, a business park will be developed in the southern portion of the project area along both sides of Highway 160. The business park would include an additional 200 multi-family residences, along with 1.5 million square feet of office use and 500,000 square feet of industrial use. The 1.5 million square feet of office space and 500,000 square feet of industrial space would replace the 480,000 square feet of office space and 896,500 square feet of industrial space in the buildout on vacant acres analysis provided for the proposed project (located in Appendix B). Utilizing these assumptions, the net development totals for this alternative would be 726 multi-family residence, 1,560,000 square feet of office space and 880,660 square feet of industrial space (Refer to Table BBB). Overall implementation of this alternative would increase the combined industrial and office square footage by 623,500 square feet over the original proposed Redevelopment Plan.

Environmental Assessment

Land Use

Land uses for the increased intensity alternative will not change from the land uses in the proposed plan. The area where the increased intensity of uses will occur, along the north and south sides of Highway 160, is designated for labor intensive and industrial uses. Land use incompatibilities should not exist for the additional proposed office and industrial uses associated with this alternative. Land use incompatibilities could occur for the proposed additional 200 residential units to be located in this area, since the area is designated for

communication uses and labor intensive uses. The boundaries of this alternative will be the same as those for the proposed plan and it is anticipated that other land use impacts identified for the proposed plan will similar to those impacts that may be associated with this alternative.

Land Use Plans

The area identified in the alternative which will undergo increased intensity in use is located along Highway 160 adjacent to the American River Parkway. In the proposed plan land use plan impacts were identified with the American River Parkway Plan. These impacts were associated with the level of net industrial development near the American River Parkway. In the increased intensity alternative the level of industrial development will be reduced and office use will be increased. It is anticipated that the impacts on land use plans associated with the American River Parkway Plan will be lesser and/or similar to the proposed plan. Other land use plan impacts are anticipated to be similar to the proposed plan.

Population and Employment

The Increased Intensity Alternative will provide for an additional 200 multi-family units above the 526 associated with the proposed plan. Utilizing the 2.03 figure for the number of persons per household from the proposed plan, additional population associated with for this alternative will be 1,474 people as compared to 1,067 people associated with the proposed plan. It is anticipated that the change in the levels of population associated with this alternative will be greater than the proposed plan. The increase in population could lead to impacts in housing or employment.

Utilizing the employment generation factors for the General Plan listed in Table O of proposed plan analysis, it is estimated that under the Increased Intensity Alternative the number of potential employment opportunities could be approximately 5,326. This is an increase of 346 potential new jobs above the 4,980 potential new jobs associated with the net development of proposed plan. It is anticipated that the employment impacts associated with this alternative will be greater than those of the proposed plan.

Housing

The Increased Intensity Alternative will provide for an additional 200 multi-family units. This together with the 526 net development residential units of the proposed plan will increase residential net development to 726 units. Based upon the figures generated under the employment portion of this analysis, there could be a potential total of 5,326 new jobs associated with this alternative. The increase in the number of potential jobs is greater than the increase in the number of new residential units and potentially available units associated with the proposed plan. It is anticipated that the impacts associated with the jobs-housing imbalance will continue to exist and potentially could be greater for this alternative.

Traffic/Circulation

The increased levels of population and employment associated with this alternative could lead to increased traffic volumes along the roadways of the project area. The impacts associated with traffic volumes for the Increased Intensity Alternative are anticipated to be similar and/or greater than those identified for the proposed plan.

Air Quality

Air Quality impacts are generally associated with the traffic volumes of the area. It is anticipated, with the previously discussed increase in traffic levels associated with this alternative, that air quality impacts will also increase. Thus, air quality impacts associated with this alternative could be greater than those identified in the proposed plan.

Noise

Because the boundaries of this alternative are the same as for the proposed plan, impacts related to railway and aircraft noise associated with this alternative would be similar to those identified for the proposed plan.

Traffic-related noise levels associated with the Increased Intensity Alternative could be greater than those identified in the proposed plan due to the increased traffic volumes of this alternative.

Geology/Soils

The project boundaries and areas of development of the Increased Intensity Alternative are the same as the proposed plan. It is anticipated that the impacts associated with geology/soils will be similar to those impacts identified for the proposed plan.

Hydrology

The project boundaries and areas of development of the Increased Intensity Alternative are the same as for the proposed plan. It is anticipated that the impacts associated with hydrology will be similar to those impacts identified for the proposed plan.

Biological Resources

The project boundaries and areas of development of the Increased Intensity Alternative are the same as the proposed plan. It is anticipated that the impacts associated with biological resources will be similar to those impacts identified for the proposed plan.

Cultural Resources

The project boundaries and areas of development of the Increased Intensity Alternative are the same as the proposed plan. It is therefore anticipated that the impacts associated with Cultural Resources will be similar to those impacts identified for the proposed plan.

Public Services and Utilities

The Increased Intensity Alternative will intensify development in a portion of the project area. This will affect such utilities as water, sewer, drainage and solid waste disposal. The impacts to these utilities could be slightly greater than those associated with the proposed plan.

The other public services and utilities such as police, fire, hospital services, schools, telephone, gas, electricity and cable television could also be subject to impacts greater than the proposed plan due to the increased level of population associated with this alternative. It is anticipated that the impacts of this alternative on roadways would be similar to the impacts associated with the proposed plan.

Overall, this alternative is not considered environmentally superior to the proposed project.

ALTERNATIVE LOCATION ALTERNATIVE

CEQA requires that an alternative location for a proposed project be analyzed if one is available that could lessen potential adverse impacts associated with the proposed project. Because of the nature of the proposed Redevelopment Plan, which is to alleviate blight in this particular area and remove barriers to growth and encourage economic recovery, there are no other locations that could accommodate the project objectives. A location outside of the City and project area is not appropriate. This is not a feasible alternative. It should be rejected and should not continue to be considered in the review process.

VII. LONG-TERM IMPLICATIONS OF THE PROPOSED PROJECT

VII. LONG TERM IMPLICATIONS OF THE PROPOSED PROJECT

THE RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF THE ENVIRONMENT AND THE ENHANCEMENT OF LONG-TERM PRODUCTIVITY

Implementation of the North Sacramento Redevelopment Plan will have a number of short-term results including increasing development in the project area, and reducing urban blight. Implementation of specific projects will result in short-term impacts including construction-related noise and air quality impacts. These impacts will be mitigated on a project specific basis as consistent with the tiered structure of environmental documentation.

Long-term impacts resulting from implementation of the proposed plan include increasing economic activity in the project area and increasing the jobs available to local residents and increasing the availability of market rate and affordable housing in the City of Sacramento. Other long term impacts include decreases in biological habitat, particularly native oak stands and decreases in open space.

SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES WHICH WOULD BE INVOLVED IN THE PROPOSED ACTION SHOULD IT BE IMPLEMENTED.

Approval of the North Sacramento Redevelopment Plan will encourage development in the project area, including areas that are now open space and biological habitat. Development will lead to the loss of some irreplaceable mature native oaks, and other sensitive species.

Several irreversible commitments of limited resources would result from implementation of the plan. These resources include, but are not limited to, the following: lumber and other forest related products; sand, gravel, and concrete; asphalt; petrochemical construction material; steel, copper, lead, and other metals; and water.

The proposed project will involve an irreversible commitment of labor and capital investment and an increased demand for public services.

GROWTH INDUCING IMPACTS OF THE PROPOSED ACTION

The increase in housing units and jobs associated with implementation of the plan will lead to planned growth in the project area and may stimulate unplanned growth in surrounding areas.

VIII. ENVIRONMENTAL SUMMARIES

VIII. ENVIRONMENTAL SUMMARIES

INVENTORY OF IMPACTS FOUND TO BE INSIGNIFICANT

Initial Study

The following briefly describes those effects determined to be insignificant prior to the preparation of the environmental document. The following issues were indicated as having "no impact" in the Initial Study.

1. Implementation of the proposed plan is not anticipated to result in unstable earth conditions nor in changes in geologic substructures.

2. Implementation of the proposed plan is not anticipated to result in changes in topography or ground surface relief features.

3. Implementation of the proposed plan is not anticipated to result in the destruction, covering, or modification of any unique geologic or physical features.

4. Implementation of the proposed plan is not anticipated to result in an increase in wind or water erosion of soil, either on or off the site.

5. Implementation of the proposed plan is not anticipated to result in changes in deposition or erosion of beach sands, nor changes in siltation, deposition, or erosion which may modify the channel of a river, stream, or bed of any bay, inlet, or lake.

6. Implementation of the proposed plan is not anticipated to result in the creation of objectionable odors.

7. Implementation of the proposed plan is not anticipated to result in local or regional alteration of air movement, moisture, or temperature, nor any changes in climate.

8. Implementation of the proposed plan is not anticipated to result in changes in marine or fresh water currents or course of directions in water movements.

9. Implementation of the proposed plan is not anticipated to result in changes in the amount of surface water in any water body.

10. Implementation of the proposed plan is not anticipated to result in alteration of the direction or rate of flow of groundwaters.

11. Implementation of the proposed plan is not anticipated to result in changes in the quantity of groundwaters either through interception of any aquifer by cuts or excavation.

12. Implementation of the proposed plan is not anticipated to result in changes in the diversity of species, or number of any species of plants*.

13. Implementation of the proposed plan is not anticipated to result in reduction in acreage of any agricultural crop.

14. Implementation of the proposed plan is not anticipated to result in changes in the diversity of species, or number of any species of animals*.

15. Implementation of the proposed plan is not anticipated to result in introduction of new species of animals into an area, nor result in a barrier to the migration or movement of animals.

16. Implementation of the proposed plan is not anticipated to result in deterioration to existing fish or wildlife habitat*.

17. Implementation of the proposed plan is not anticipated to result in exposure of people to severe noise levels*.

18. Implementation of the proposed plan is not anticipated to result in new light or glare.

19. Implementation of the proposed plan is not anticipated to result in an increase in the rate of use of any natural resources.

20. Implementation of the proposed plan is not anticipated to result in a risk of explosion or the release of hazardous substances, in the event of an accident.

21. Implementation of the proposed plan is not anticipated to result in possible interference with an emergency response plan or an emergency evacuation plan.

22. Implementation of the proposed plan is not anticipated to result in a negative affect on existing housing, nor an increased demand for additional housing*.

23. Implementation of the proposed plan is not anticipated to result in alteration to waterborne, rail, or air traffic.

24. Implementation of the proposed plan is not anticipated to result in an altered need for maintenance of public facilities, including roads.

*This issue has undergone further analysis within the text of the DEIR.

25. Implementation of the proposed plan is not anticipated to result in a substantial increase in demand upon existing sources of energy, nor require the development of new sources of energy.

26. Implementation of the proposed plan is not anticipated to result in the need for a new or substantially altered system to deliver power or natural gas.

27. Implementation of the proposed plan is not anticipated to result in the need for a new or substantially altered communications system.

28. Implementation of the proposed plan is not anticipated to result in the creation of any health hazard or potential health hazard.

29. Implementation of the proposed plan is not anticipated to result in the exposure of people to potential health hazards.

30. Implementation of the proposed plan is not anticipated to result in the obstruction of any scenic vista or view open to the public, nor the creation of an aesthetically offensive view open to public view.

31. Implementation of the proposed plan is not anticipated to result in the restriction of existing or sacred uses within the potential impact area.

32. Implementation of the proposed plan is not anticipated to result in the fulfillment of short-term environmental goals to the disadvantage of long-term environmental goals.

33. Implementation of the proposed plan is not anticipated to result in environmental effects which will directly or indirectly cause substantial adverse effects on human beings.

Environmental Impact Report

The following summarizes those effects which were determined to be less than significant in the preparation of the environmental document. The following issues were indicated as having an insignificant impact in the EIR.

Land Use

1. Changed neighborhood character when considering the existing blight and mixed character of development would not be considered significant if development occurred in accordance with the Redevelopment Plan and established City design and land use guidelines.

2. The conversion of open space/vacant uses to urban uses is considered less than significant.

3. No land use incompatibilities are anticipated.

4. The loss of prime soils is considered a less than significant impact on a local basis.

5. The project's contribution to the cumulative loss of open space and prime agricultural soils is considered less than significant.

6. Future land use incompatibilities could occur where major land use changes could result in non-residential uses developing near residential areas or in higher density housing near low-density residential uses. Potential land use incompatibilities are considered a significant impact. However, implementation of City policies and requirements which have been incorporated into the project will reduce land use incompatibility impacts to a less than significant level.

7. Development consistent with designated North Sacramento Community Plan land uses may result in land use incompatibilities between the proposed industrial/labor intensive complex south of SR 160 and the American River Parkway. This impact can be mitigated to a level of insignificance with implementation of City policies and requirements.

8. Implementation of the proposed project may also result in conflict with jobs-housing balance policies depending on the intensity of future employment-generating uses and the success of mixed-use concepts in the Special Planning Districts. This is considered a significant impact that can be mitigated to a level of insignificance at a policy level with City policies and requirements.

9. Development of the portion of the project area near the American River Parkway with industrial uses in accordance with the North Sacramento Community Plan would be in conflict with General Plan Commerce and Industry Land Use Element policies. This is considered a significant impact that can be reduced to a less than significant level with City policies and requirements which have been incorporated into the proposed project.

10. Implementation of the proposed project may result in conflicts with General Plan Conservation and Open Space Element goals and polices. This impact can be reduced to a less than significant level at a policy level through the implementation of City policies and requirements which have been incorporated into the proposed project.

11. Implementation of land uses assumed under the proposed project may result in conflicts with some Public Services and Facilities Element Parks and Open Space

actions. This is considered a significant impact that can be reduced to a less than significant level at a policy level with City policies and requirements which have been incorporated into the proposed project.

12. The proposed plan will increase the demand for skilled employees in the North Sacramento area. This potentially significant impact could have some economic repercussions on the local economy. Compliance with City policies and requirements which have been incorporated into the project will reduce potentially significant impacts to a less than significant level.

Land Use Plans

13. The proposed project incorporates the uses of the North Sacramento Community Plan. No General Plan Amendments are proposed or required. No significant impacts are anticipated.

14. The proposed project encourages circulation improvements in accordance with General Plan Circulation Element goals and policies.

15. No conflicts with Circulation Element goals and policies are anticipated.

16. The proposed project supports the Public Facilities and Services Element goals and policies. No conflicts with Public Facilities and Services Element goals and policies are anticipated.

17. The proposed project supports some Health and Safety Element policies. No conflicts with adopted goals and policies are anticipated.

18. The Redevelopment Plan does not propose specific projects in conflict with the North Sacramento Community Plan. No consistency impacts are anticipated.

19. The proposed project supports Land Use Element goals and policies. No conflicts with Land Use Element goals and policies are anticipated.

20. The proposed project supports Housing Element goals and objectives. No conflicts with Housing Element goals and policies are anticipated.

21. The proposed project supports Transportation Element goals and objectives. No conflicts with Transportation Element goals and policies are anticipated.

22. The proposed project supports Neighborhood Environment Element goals, policies, and objectives. No conflicts with Neighborhood Environment Element goals and policies are anticipated.

Population and Employment

23. Project buildout will result in a net increase in housing units and population in the project area. No significant impacts are anticipated.

24. The proposed project will increase the demand for skilled employees in the North Sacramento area. Compliance with City policies and requirements will result in less than significant impacts.

Housing

25. Implementation of the proposed plan will remove barriers to growth and lead to implementation of the North Sacramento Community Plan. Displacement of residences may occur due to redevelopment of existing residential and/or commercial-residential uses to strictly commercial uses. The North Sacramento Redevelopment Plan provides for the complete relocation of all persons of low or moderate income and for relocation assistance to all persons displaced by an Agency action, resulting in a less than significant impact.

26. The vacancy rate may drop in the project area due to increased housing demand as a result of new employment opportunities. The vacancy rate in the immediately surrounding vicinity, and the City as a whole, could be expected to decrease due to the likelihood of a jobs/housing imbalance in the project area. Impacts associated with vacancy rates are considered less than significant.

Traffic and Circulation

27. During the p.m. peak hour the intersections of El Camino/Del Paso and El Camino/Evergreen experience a change in the Level of Service from "B" to "C" under the proposed project. However, in each instance the V/C falls below the City standard. Impacts to these intersections are considered less than significant.

Noise

28. The vacant area located at the northeastern point of the project area is designated for residential uses in the proposed plan. This area is located within the overflight zone of McClellan Air Force Base and is subject to noise levels ranging from 65 CNEL to 70 CNEL. The Sacramento General Plan Noise Element does not allow for residential uses within the 65-70 CNEL noise contour. Residential uses are allowed in the overflight area in general. Residential development of this vacant area is addressed by the City policies and requirements which have been incorporated into the proposed project. Impacts associated with aircraft noise are considered less than significant.

29. The future circulation plans provide for the construction of the Arden-Garden Connector, the Exposition Boulevard Extension, the Evergreen Street Extension, and additional road improvements to accommodate increased traffic. Due to increased levels of traffic that are associated with the proposed plan, more areas will experience increased noise levels. Many of the areas surveyed will not result in significant noise impacts because the surrounding areas are designated for industrial, office, or retail uses and those uses allow for greater noise levels. Impacts associated with circulation improvement-related noise are considered less than significant.

Biological Resources

30. Except for the few oak stands, the project area has little left in the way of biotic resources that could sustain any more than a minor impact, even with full development. Most vacant lots in the project area could be developed without significant biotic impacts or constraints.

31. There are no prime habitats for sensitive species within the project area. Potential impacts that would occur to such species with implementation of the proposed plan are considered less than significant.

32. The potential impacts to Swainson's hawks from loss of foraging or nesting habitat would be less than significant due to the low real value of habitat surrounded by encroaching development.

33. Common wildlife species could be adversely affected by losing additional physical space and through even greater human disturbance and encroachment into the last remaining open sites. This is considered a less than significant cumulative impact.

Public Services and Utilities

34. A need to expand police facilities to accommodate the increase in demand for services with implementation of the proposed plan is not anticipated.

35. Because additional staffing is included as part of the plan, potential impacts to police services are considered less than significant.

36. The potential need for additional Fire Department staffing and facilities is considered less than significant.

37. Sutter Health is the administrative service for both Sutter Hospital and Sutter Memorial Hospital. U.C. Davis Medical Center is the only provider of trauma services to the project area. Neither foresee any problems from a business perspective in serving the proposed plan. The increase in net new residences and businesses is considered as a less than significant impact upon hospital services.

38. The proposed project will generate an increase in the demand for water. The Water Division of Public Works anticipates that the increased demand for water generated by the proposed plan will not have a significant impact upon the capacity of water provided to the project area.

39. The existing level of water distribution in relation to fire protection for the project area is presently substandard and is incapable of supporting the level of development associated with the proposed plan. As part of the proposed plan all substandard water mains and fire hydrants will be upgraded to meet the current standards. Through implementation of the plan itself these potential impacts to water distribution in the project area will be reduced to a level of insignificance.

40. The Sacramento Regional County Sanitation District estimates based upon net development values, that the additional peak wet weather flow under the proposed project will be approximately 700,000 gpd. The additional peak flow to the SCRWTP is considered an insignificant impact.

41. Development associated with the proposed plan may have a significant impact on the existing sanitary sewer system due to existing sewer line capacity. As part of the proposed plan, deficiencies in the infrastructure system will be upgraded to accommodate the level of growth associated with the plan. As a result potential capacity impacts to the sewer system will be at a less than significant level.

42. Much of the North Sacramento area drainage systems are outdated or are substandard. Implementation of the proposed plan and Capital Improvement Plan will reduce these potential drainage impacts to a less than significant level.

43. The additional proposed development and additional four miles of roadway to be developed as part of the proposed plan will not significantly impact the Street Division's ability to provide residential garden refuse pick-up and street cleaning. Through implementation of the proposed plan potential impacts associated with roadway deficiencies will be reduced to a less than significant level.

44. The proposed project will generate an increase in solid waste. Implementation of the proposed plan will result in an increased need for solid waste collection and disposal services. The Municipal Solid Waste Division anticipates no adverse impacts in providing collection services to the proposed project area. The impacts associated with solid waste are considered significant but can be reduced to a less than significant level through the project's incorporated adherence to City Ordinance 91-044 (Recycling and Solid Waste Disposal Requirements for New and Existing Developments) and other City policies and requirements regarding solid waste.

45. In order to be in accordance with City standards, the proposed plan will require approximately 5.0 additional acres of parklands within the general vicinity of the

project area. With the continued implementation of the Master Plan for Parks and Recreational Services, and adherence to the City policies and requirements for parks which have been incorporated into the proposed project, the potential impacts upon parklands in the project area will be reduced to a less than significant level.

46. The potential future number of students associated with the proposed plan may result in significant impacts to the current capacity levels of the schools in the project area. These impacts can be avoided and reduced to a less than significant level with adherence to existing City policies and requirements related to schools which have been incorporated into the proposed project.

47. Pacific Gas and Electric estimates that the future gas service demands associated with the proposed plan will not create a need for expansion of facilities. It is anticipated that the proposed circulation and roadway improvements could require some relocation of existing gas mains. This is considered a significant impact that can be reduced to a less than significant level with adherence to City policies and requirements which have been incorporated into the proposed project.

48. The anticipated new development and revitalization of existing uses will create an increased level of demand for electricity. Development of the site will in turn require additional overhead and underground transmission lines along roadways and public utility easements in the project area. The increased level of demand for electrical services and facilities is considered a significant impact which can be reduced to a less than significant level with adherence to City policies and requirements which have been incorporated into the proposed project.

49. Pacific Bell will provide service to all existing uses in the project area through the existing transmission lines. Extension of services may be required for areas that currently do not receive service. Additional utility easements may be required for the extension of services to these areas. This potential impact can be reduced to a less than significant level through adherence to City policies and requirements which have been incorporated into the proposed project.

50. The proposed redevelopment plan will induce development and growth in the North Sacramento Area. Past, present, and reasonably foreseeable development associated with the redevelopment plan will have a cumulative effect on the provisions of water, sewer, police protection, solid waste, storm drainage, roadways, gas and electricity, schools, medical services, and telephone services. Implementation of the proposed plan in conjunction with close adherence to City policies and requirements will reduce potential public services and utility impacts to a level of insignificance.

51. Sacramento Cable has indicated that impacts to existing and/or future cable television services in the project area will be less than significant.

INVENTORY OF IMPACTS THAT REQUIRE TIERED ANALYSIS

Initial Study

The following briefly describes those effects that were determined to require future environmental analysis. As site-specific plans for the General Plan are considered for implementation, project specific environmental analysis will need to address the following impacts.

Earth

1. Implementation of the proposed project may result in the exposure of specific projects to liquefaction of subsurface soils.

2. Implementation of the proposed project may result in additional grading, compaction, and overcovering of exposed soils. Increased overcovering of the soils could result in increased speed and amount of runoff during storms.

3. Implementation of the proposed project may increase offsite soil erosion during future construction periods.

4. Redevelopment activities may alter drainage patterns on individual project sites.

Water

5. Redevelopment activities and development encouraged by redevelopment will contribute additional runoff to the Natomas East Main Drainage Canal and the American River systems. Construction activities may contribute organic pollutants during the construction of infrastructure and improvements.

Noise

6. The proposed project may result in construction-related noise impacts which exceed acceptable levels.

Environmental Impact Report

Land Use Plans

1. Implementation of the proposed project in conjunction with other past, present, and reasonably foreseeable development may result in cumulative changes to City plans and policies. Future plan amendments are to be evaluated on a case-by-case basis and internal consistency is required. This is not considered a significant cumulative impact.

Noise

2. The areas along the eastern corridor of El Camino Boulevard and the southern portion of Del Paso Boulevard may experience some land use-noise incompatibilities due to the conversion from industrial and commercial uses to Special Planning Districts (SPDs). Additional planning considerations should be made with regard to multi-family residential uses and noise levels on a project-specific level for these Special Planning areas.

Geology/Soils

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

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

Hydrology

5. Any construction-related activity has the potential to impact water quality. Suspended solids and turbidity levels in streams may increase significantly during construction activities. Changes to water quality may also occur due to increases in runoff from impervious surfaces on sites which are presently vacant or under-utilized. Water quality may also be influenced by illegal dumping from new commercial and industrial uses.

6. Implementation of the proposed project may involve impacts associated with groundwater contamination sources within the project area.

Biological Resources

7. Adoption of the redevelopment plan would result in development on the two parcels of land in the project area that contain extensive stands of native oaks.

8. Buildout of the proposed plan could result in minor losses of small, fragmented wetlands.

9. Adoption of the redevelopment plan could result in a significant impact to the valley elderberry longhorn beetle, a federally listed and protected species.

Cultural Resources

10. It is possible that some archaeological resources may be discovered during construction activity under the proposed Redevelopment Plan.

11. Implementation of the proposed Redevelopment Plan may result in impacts to historic resources in the project area.

INVENTORY OF IMPACTS MITIGATED TO A LEVEL OF INSIGNIFICANCE

Impacts associated with the following environmental issues will be mitigated to a level of significance upon adherence to existing City policies and implementation of the projects mitigation measures.

Land Use Plans

1. The North Sacramento Community Plan is internally inconsistent, conflicting with Policy A9 of the Housing Element by designating land uses that could replace an existing mobile home park with park/open space uses. This is considered a significant impact that can be mitigated to a level of insignificance at a policy level.

2. The land uses assumed under the Redevelopment Plan include industrial and labor intensive uses near the Parkway. Individual projects proposed under the Plan may conflict with adopted goals and policies related to visual impacts on the American River Parkway, damage to wildlife, and recreation use disruption depending on specific location, design, and height. Compliance with the Parkway Plan policies and requirements will reduce any potentially significant impacts to a level of insignificance.

3. The Parks and Recreation Facilities Master Plan does not indicate a future park at the SR 160 and Del Paso Boulevard area although it is indicated in the North Sacramento Community Plan, and by extension, is included in the proposed Redevelopment Plan. The conflict between these plans is considered significant. The impact can be reduced to a level of insignificance with the implementation of mitigation measures.

Population and Employment

4. Implementation of the proposed project may result in a displacement of businesses as properties redevelop. Impacts related to business displacement can be mitigated to a level of insignificance.

5. The implementation of the proposed project in conjunction with other past, present, and reasonably foreseeable projects will result in the displacement of businesses. The project's contribution to this impact can be mitigated to a level of insignificance.

Housing

6. Housing units may be eliminated for other redevelopment projects proposed in the project area. The displacement of existing households is a significant impact which can be mitigated to a level of insignificance.

Air Quality

7. The proposed project will have a short-term impact on air quality caused by construction activities. Construction-related impacts can be mitigated to a level of insignificance.

Noise

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

9. The vacant area in the northeastern part of the project area is designated for residential use and is adjacent to the Southern Pacific Railroad line. Noise levels associated with railroad operations may have a significant impact on this particular area and should be considered on a project-specific basis. This is considered a significant impact that can be mitigated to a level of insignificance through mitigation measure 14.

Geology/Soils

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

11. Seismic-induced liquefaction can cause ground failure resulting in severe damage to buildings, flatwork, pavement and underground utilities. This is a potentially significant project-specific impact that can be mitigated to a level of insignificance.

Hydrology

12. Any construction-related activity has the potential to impact water quality. Suspended solids and turbidity levels in streams may increase significantly during construction activities. Changes to water quality may also occur due to increases in runoff from impervious surfaces on sites which are presently vacant or under-utilized. Water quality may also be influenced by illegal dumping from new commercial and industrial uses. Construction- and operations-related impacts on groundwater quality from projects of this type are expected to be less than significant. Impacts associated with surface water quality can be mitigated to a level of insignificance.

INVENTORY OF SIGNIFICANT IMPACTS WHICH CAN BE PARTIALLY MITIGATED

Population and Employment

1. The proposed increases in industrial and office uses will provide employment opportunities. This could lead to a housing/jobs imbalance for the area and in turn a need for more affordable housing in the regional and local areas. This is considered a significant impact that can be partially mitigated, but will remains significant and unavoidable.

2. The proposed project, in conjunction with other past, present, and reasonably foreseeable future projects, will have a cumulative impact on the growth of employment opportunities in the area and on the attainment of a jobs/housing balance. The creation of job opportunities which create a jobs/housing imbalance leading to housing demand in excess of supply can be partially mitigated, but remains significant and unavoidable.

Housing

3. Despite the proposed number of new units, an insufficient number of housing units will be available in relationship to employment opportunities. New demand will also contribute to a jobs/housing imbalance in the City as a whole. The jobs/housing imbalance created under this scenario is considered a significant impact which can be partially mitigated, but remains significant and unavoidable.

4. Increases in housing costs and rental rates in the project area and City-wide are significant and unavoidable impacts.

5. In conjunction with other past, present, and reasonably foreseeable projects, the proposed project will result in the displacement of households. It is anticipated that new housing units will not meet the demand of the additional employees generated from the proposed project. This is considered a significant cumulative impact that can be partially mitigated, but will remain significant and unavoidable until full implementation of proposed mitigation measures.

Traffic and Circulation

6. For the "Existing Plus Project" scenario, Level of Service deteriorates at the Arden/Del Paso/ Grove/Canterbury intersection from "C" to "F" during the a.m. peak hour, assuming that all six approaches to the intersection continue to operate. During the p.m. peak hour, Level of Service deteriorates from the existing "E" to "F" under the "Existing Plus Project" scenario. This impact can be partially mitigated, but remain significant.

7. The projected Level of Service deteriorates from the existing "A" to "D" at the intersection of Arden Way and Evergreen Street for the "Existing Plus Project" scenario. During the p.m. peak hour, this intersection experiences an increase in V/C of .27 over the existing condition, and a change in Level of Service from "C" to "E". These impacts can be partially mitigated, but remain significant.

8. Impacts to parking can be partially mitigated with implementation of mitigation measures, but remain significant and unavoidable.

9. The projected Level of Service at the Arden Way/Del Paso Boulevard intersection remains at LOS "F" under the proposed project as well as the two alternatives. In addition, under both Alternative 1 and Alternative 2, higher volumes of traffic are projected on SR 160. Cumulative impacts can be partially mitigated, but remain significant until the full implementation of the proposed mitigation.

Air Quality

10. The increase of traffic on local roadways throughout the project area could have an impact on localized ambient air quality standards. Long-term/local impacts to air quality can be partially mitigated, but remain significant and unavoidable.

11. The project will have an impact on regional air quality. Mobile source emissions will be generated from the residents, office employees and retail customers. Redevelopment vehicular emissions will add a substantial air pollutant increment to the overall regional burden. This impact can be partially mitigated, but remains significant and unavoidable.

12. The airshed is a non-attainment area, particularly for ozone, and is required by law to generate sufficient emissions reductions from all sources to meet state and federal standards. Any office, retail or residential project, regardless of scope, will impede this attainment process. Long-term impacts to air quality can be partially mitigated, but remain significant and unavoidable.

13. The proposed redevelopment plan, in conjucntion with other past, present and reasonably foreseeable future projects, will cause vehicular emissions to be added to an airshed already exceeding standards and under orders to reduce net emission levels. This is a cumulatively significant air quality impact which can be partially mitigated, but remains significant and unavoidable.

Noise

14. Noise impacts associated with the existing plus project scenario would have incrementally greater impacts on many of the same areas identified as experiencing existing noise impacts. This is considered a significant impact which can be partially mitigated, but remains significant and unavoidable.

15. Cumulatively, the additional levels of traffic associated with the proposed plan will create increased noise levels for the project area. More sensitive noise receptors such as residential uses will be exposed to "conditionally acceptable." The additional cumulative noise levels associated with the proposed plan are considered significant impacts which can be partially mitigated, but remain significant and unavoidable.

16. Under cumulative traffic conditions most of the mobile home park area will be subject to CNEL levels of 70 or greater. These greater levels are generally considered unacceptable for residential uses. This is a significant cumulative impact which can be partially mitigated, but remains significant and unavoidable.

Hydrology

17. Implementation of mitigation measures will partially mitigate impacts of exposure to flooding within the 100-year flood plain but they will remain significant and unavoidable.

18. Implementation of the proposed redevelopment plan will result in an increase in the exposure of people, structures and objects to flood hazards. Most of the future development would occur in areas requiring continued levee protection. The most likely flooding would occur in association with the NEMDC. Implementation of mitigation measures can partially mitigate these impacts, but they remain significant and unavoidable.

19. In conjunction with other past, present and reasonable foreseeable future projects, the proposed project will expose persons and property to flooding hazards. This impact can be partially mitigated, but remains significant and unavoidable.

INVENTORY OF SIGNIFICANT UNAVOIDABLE IMPACTS

Housing

1. Increases in housing costs and rental rates in the project area and City-wide as a result of implementation of the proposed project is a significant impact which is partially addressed by City policies and requirements which have been incorporated into the proposed project. However impact remain significant and unavoidable.

Geology/Soils

2. The proposed project will involve the exposure of people, structures, and objects to seismic hazards such as severe ground shaking. In such an instance, some damage may occur to structures such as cracking or structural failure. This is a significant unavoidable impact.

Biological Resources

3. The loss of any mature valley oaks is a significant unavoidable cumulative impact.

INVENTORY OF MITIGATION MEASURES

Land Use Plans

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

Population and Employment

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

Housing

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

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

Traffic and Circulation

5. Prior to the issuance of a building permit for any new non-residential development in the North Sacramento Redevelopment Plan area, a Transportation System Management (TSM) program shall be prepared and submitted in compliance with the City of Sacramento Ordinance 88-083. The program shall include a discussion and analysis of basic facilities and services that encourage the use of alternative commute modes by 35 percent of future tenants of proposed projects.

6. Through the project and environmental review process, the City of Sacramento and the Sacramento Housing and Redevelopment Agency shall consider and encourage transit oriented development (TOD) in accordance with TOD Guidelines, particularly in the Special Planning Districts as identified in the North Sacramento Community Plan.

7. As specific site development proposals are submitted in the North Sacramento Redevelopment Plan area, the Public Works Department at the City of Sacramento shall be consulted to determine if site specific transportation impacts may occur with the specific development proposal.

Air Quality

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

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

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

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

Noise

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

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

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

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

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

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

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

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

Barriers shall be constructed at a minimum surface weight of 3½ lbs./sq. ft. and contain no cracks or openings. The barrier must interrupt the line-of-sight between the noise source and the receiver. In addition to meeting acoustical requirements, noise barriers shall be evaluated by the City of Sacramento Planing Department for possible maintenance problems, aesthetic and environmental considerations, safety conflicts and cost (Sacramento General Plan Update EIR, 1987).

Geology/Soils

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

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

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

c. Settlement in areas of man-made fill.

d. Sloughing and caving of noncohesive, poorly trench walls when excavating for underground utilities.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

    b. Use of moisture barriers around foundations.

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

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

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

Hydrology

26. City and County of Sacramento policies for A-99 zone projects shall be incorporated into planning, design and construction of the project. Prior to approval of any future special permits, design and construction plans depicting compliance with A-99 zone regulations shall be submitted to the City for review and approval.

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

28. Concurrent with project approval, the City shall readopt the findings regarding flood-related impacts set forth in the Land Use Planning Policy within the 100-Year Flood Plain in the City and County of Sacramento EIR.

29. Prior to issuance of building permits the applicant shall execute a notice and waiver agreement as required by current flood-related City policy.

30. The City and SHRA shall prohibit development in those areas where flood inundation time is less than two hours.

31. The City and SHRA shall contribute resources and financing to levee reconstruction in connection with development in the project area. This shall include, but not be limited to, portions of the Natomas East Main Drainage Canal levee. Development fees could be used to augment the contribution.

32. To reduce the risk of flooding throughout the area and avoid FEMA Floodplain designation, the City shall contribute resources and financing to reconstruction of low or structurally weak levees, reconstruction of the Folsom Dam spillway, and/or construction of a new storage reservoir on the American River.

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

- Minimize surface disturbance as much as possible;
- Dispose of excavated material away from water sources in an appropriate manner;
- Cover any denuded areas with a protective mulch as soon as practicable following active construction, and reseed with adaptive plant species of value to wildlife;

- Enforce strict on-site handling rules to keep construction and maintenance materials out of waterways;
- Isolate any chemicals used and neutralize effects;
- Collect and remove pollutants such as sanitary wastes and petroleum products from the job site;
- Execute and comply with the streambed modification agreements with the Department of Fish and Game (DFG) during instream construction activities;
- Prepare a spill prevention and countermeasure plan prior to construction; and
- Use chemical toilets at all construction site to prevent bacterial and nutrient contamination of surface waters.

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

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

Biological Resources

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

37. The City and Agency shall review the two sites that still contain extensive stands of native oaks (sites 2 and 40) for possible inclusion into open space, local parkland, or other zoning designed to protect the trees. In particular, the City shall consider designating site 2, adjacent to the American River Parkway as open space. The City

shall require any proposed development on these two sites that would result in the removal of trees to be preceded by a full review of the trees and their local values, with an adequate level of replacement compensation provided for trees that are removed.

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

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

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

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

42. The City and Agency shall assure that FWS requirements are fully met and proposed VELB mitigation measures are approved by FWS before allowing final local approval of any on-site development at site 2, where a known VELB population exists. The City and Agency shall consult with FWS before taking any action which could adversely affect the elderberry bushes at site 3 which could house a VELB population. The City and Agency shall conduct a investigation to document the presence or absence of VELB at site 3 before authorizing the use of any insecticides in the site vicinity or the removal of any elderberry bushes on the site. If any VELB are present, the City and Agency shall follow FWS guidelines to design an appropriate mitigation plan.

Cultural Resources

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

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

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

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

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

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

45. The Agency shall conduct cultural resources research for properties on which it will undertake redevelopment. A written report shall be submitted to the City's Design Review Board for review. In the instance that a property is found to be significant on a local or regional level, the Agency shall investigate rehabilitation/adaptive re-use

IX. REPORT PREPARATION RESOURCES

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