

in connection with its certification of the RSP/RBAP EIR and the RSP EIR and adoption of the Specific Plan land uses. No additional impacts beyond those identified in the RSP/RBAP and RSP EIRs would occur as a result of the proposed Project, and the proposed Project would be consistent with the adopted Findings. The Findings outline the adopted mitigation measures identified by the City's Development Engineering Division for impacts resulting from Plan conditions. No other feasible mitigation measures are available to the Agency.

Measures to mitigate the expected increase in traffic volumes include adding lanes, adjusting signal timing, restricting parking, and requiring payment of "fair share" traffic impact fees. For seven of the eighteen impacted intersections, mitigation measures would decrease delay times to below existing levels. For many impacted intersections, further mitigation of impacts would require widening roadways, which would be inconsistent with City goals and objectives to create pedestrian-friendly streets and with Smart Growth policies. In some instances, additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way to create new lanes.

To mitigate significant impacts resulting from Initial Phase build-out, the City will install, or cause to be installed, additional lanes and will optimize signal timing at the following intersections:

- I-5 southbound ramps & Richards Boulevard. Additional turn lanes and optimized signal timing, the level of service would improve the level of service from LOS F to LOS C in the a.m. peak hour. Time delays would be reduced by over 50% in the p.m. peak hour, but the level of service would remain at LOS F. The City will further mitigate freeway impacts by requiring project applicants to pay a fair share contribution to fund the Downtown Natomas Airport light rail system, which will provide an alternative transportation mode.
- I-5 northbound ramps & Richards Boulevard. Additional turn lanes and optimized signal timing would improve the level of service from LOS F to LOS C in the p.m. peak hour. With mitigation, time delays in the a.m. peak hour would be decreased to approximately existing delay times and remain at LOS C. The City will further mitigate freeway impacts by requiring project applicants to pay a fair share contribution to fund the Downtown Natomas Airport light rail system, which will provide an alternative transportation mode.
- Bercut Drive & Richards Boulevard. Additional turn lanes, re-striping, and optimizing signal timing would improve the level of service from LOS D to LOS B in the a.m. peak hour. The level of service in the p.m. peak hour would only be improved to LOS E from LOS F, but delay times would be reduced by about 78%, compared to delay times without mitigation. Further mitigation would require additional widening of Richards Boulevard.
- Bercut Drive & Bannon Street. With a new traffic signal, additional turn lanes, and optimized signal timing, the level of service will be improved from LOS F to LOS D in the p.m. peak hour. The level of service would remain at LOS B in the

a.m. peak hour. Further mitigation would require additional widening of Bercut Drive.

The City has included the cost of improvements to the above intersections in the Richards Boulevard Area Plan and Facility Element. Project applicants will provide “fair-share” funding for these improvements in accordance with the Railyards Financing Plan. The applicant’s fair share contribution will be calculated pro rata, on a per unit and/or square foot basis, based upon the land uses identified in development applications submitted to the City. The fair share contribution shall be paid to the City prior to the issuance of building permits.

The City will also install, or cause to be installed, additional lanes and will optimize signal timing at the following intersections:

- 7th Street & Railyards Boulevard. With an additional turn lane and optimized signal timing, the level of service would be improved from LOS F to LOS C in the p.m. peak hour and remain at LOS B in the a.m. peak hour.
- 5th Street & G Street. An additional turn lane, split signal phasing, and optimized signal timing would reduce the delay time in the p.m. peak hour, but the level of service would remain at LOS D. The level of service in the a.m. peak hour would be LOS B. Further mitigation would require additional widening of roadways.
- 6th Street & G Street. With an additional turn lane and optimized signal timing, the level of service would be improved from LOS E to LOS C in the a.m. peak hour. Delay times would be reduced by approximately 60% for the p.m. peak hour as compared with delay times with no mitigation, but the level of service for the p.m. peak hour would remain at LOS F. Further mitigation would require additional widening of roadways.
- 6th Street & H Street. An additional turn lane, re-striping, and optimized signal timing would reduce the delay time in the a.m. peak hour by approximately 66%, improving the level of service from LOS F to LOS D. Likewise, the delay time in the p.m. peak hour would be reduced by approximately 35%, but the level of service would remain at LOS F. Further mitigation would require additional widening of roadways.
- 6th Street & I Street. An additional turn lane and optimized signal timing would reduce the delay time in the p.m. peak hour by approximately 88%, improving the level of service from LOS F to LOS D. The level of service in the a.m. peak hour would remain at LOS C with mitigation, compared with LOS B without the Project. Further mitigation would require additional widening of roadways.
- 3rd Street & J Street. Additional turn lanes and optimized signal timing would reduce the delay time in the a.m. peak hour by approximately 42%, improving the level of service from LOS F to LOS D. The level of service in the p.m. peak hour would remain at LOS C. Further mitigation would require additional widening of roadways.
- 3rd Street & L Street. Additional turn lanes and optimized signal timing would reduce the delay time in the p.m. peak hour by approximately 57%, and improve

the level of service from LOS F to LOS D. The level of service in the a.m. peak hour would remain at LOS C.

Project applicants will pay a fair share toward the City traffic operations center for the re-timing and monitoring of signals at these intersections to improve vehicle progression.

The City will also optimize signal timing at the following intersections:

- 7th Street & Richards Boulevard. Overlapped signal phasing would improve the level of service from LOS D to LOS C in the a.m. peak hour; level of service would remain at LOS C in the p.m. peak hour.
- North 12th / North 16th Streets & Richards Boulevard. Optimizing signal timing in the a.m. peak hour would improve the level of service from LOS E to LOS D. Build-out in the Initial Phase would decrease the delay time in the p.m. peak hour, but level of service would remain at LOS F.
- 12th Street & North B Street. Altering the cycle lengths and optimizing signal timing in the a.m. and p.m. peak hours would improve the level of service from LOS D to LOS C in the a.m. peak hour and from LOS E to LOS D in the p.m. peak hour. Further mitigation would require widening of roadways.
- 7th Street & H Street, Optimizing signal timing in the p.m. peak hour would improve the level of service from LOS F to LOS C. The level of service would remain at LOS B in the a.m. peak hour.
- Jibboom Street & I Street. Optimizing signal timing in the p.m. peak hour would improve delay times but the level of service would remain at LOS F. Further mitigation would require widening of the elevated bridge structures. However, the RSP proposes to replace the Jibboom Street structure with an elevated connection from Bercut Drive. The level of service would remain at LOS C in the a.m. peak hour.
- 5th Street & I Street. Optimizing signal timing in the p.m. peak hour would improve the level of service from LOS D to LOS C. The level of service would remain at LOS B in the a.m. peak hour.
- 5th Street & Capitol Mall. Optimizing signal timing in the a.m. peak hour would improve the level of service from LOS D to LOS C. The level of service would remain at LOS B in the p.m. peak hour.

Project applicants will pay a fair share toward the City traffic operations center for the re-timing and monitoring of these signals to improve vehicle progression.

Even with implementation of these measures, the impacts would remain significant and no additional mitigation is available to the Agency.

11) Impact 5.9-2: Redevelopment would assist in roadway infrastructure construction and remove barriers to Initial Phase development of the Railyards Specific Plan under Near Term (2013) conditions.

(DEIR page 5.9-19 through 5.9-21)

a. Significant Impact

Adoption of the Railyards Redevelopment Plan would provide tools to eliminate barriers to redevelopment in the Project Areas, including RSP and General Plan anticipated 2013 development and infrastructure improvements. Redevelopment would assist with site remediation, installation of streets, utilities, and other public facilities and infrastructure, as well as development assistance. All redevelopment activities would be consistent with the City's adopted plans and policies, and the analysis in the RSP EIR. While the adopted infrastructure program has been assessed from a circulation perspective and at a programmatic level in the EIR, each individual project will require site specific environmental review during the design phase, and any additional right-of-way requirements or environmental impacts (such as trees within the right-of-way) would be determined at that time. As identified in the RSP/RBAP EIR and the RSP EIR, many, but not all traffic impacts under Near Term (2013) conditions can be mitigated to less than significant levels. Where redevelopment would engender development that would cause an unacceptable level of service at Project Area intersections, the proposed Project would result in a *significant impact*.

b. Facts in Support of Finding

Findings of Fact and a Statement of Overriding Considerations (Findings) were adopted for each of the Specific Plan areas adopted by the Council in connection with its certification of the RSP/RBAP EIR and the RSP EIR and adoption of the Specific Plan land uses. No additional impacts beyond those identified in the RSP/RBAP and RSP EIRs would occur as a result of the proposed Project, and the proposed Project would be consistent with the adopted Findings. The Findings outline the adopted mitigation measures identified by the City's Development Engineering Division for impacts resulting from Plan conditions. No other feasible mitigation measures are available to the Redevelopment Agency.

The RSP EIR Findings outline mitigation measures for 22 intersections that will be impacted by Initial Phase development under Near Term conditions. Four of these intersections did not require mitigation measures for initial phase development under baseline conditions. Under Near Term conditions, however, impacts to three of these four intersections will be mitigated: North 10th Street & North B Street, 7th Street & F Street, and 8th Street & H Street.

The City will install a new traffic signal and optimize signal timing at North 10th Street & North B Street to improve the level of service in the p.m. peak hour from LOS F to LOS B. The City will optimize the signal timing at 7th Street & F Street and 8th Street & H

Street. This will improve the level of service in the a.m. peak hour from LOS D to LOS C at 7th Street and F Street. The level of service in the p.m. peak hour at 8th Street & H Street will improve from LOS D to LOS C.

The mitigation measures noted above for Impact 5.9-1 would be supplemented by signal timing modifications and further optimization of signal timing for the following intersections: Bercut Drive & Richards Boulevard, 7th Street & Richards Boulevard, Bercut Drive & Bannon Street, 12th Street & North B Street, 7th Street & Railyards Boulevard, 5th Street & G Street, 6th Street & G Street, 6th Street & H Street, 7th Street & H Street, Jibboom Street & I Street, 5th Street & I Street, 6th Street & I Street, 3rd Street & J Street, 3rd Street & L Street, and 5th Street & Capitol Mall. With the exception of 7th Street & Railyards Boulevard, which is a proposed new intersection, and 5th Street & I Street and 5th Street & Capitol Mall, further mitigation of traffic impacts at the above intersections would require widening of roadways.

Aside from optimizing signal timing, the Agency cannot further mitigate the impacts on the Richards Boulevard intersections at the I-5 southbound off-ramp and northbound on-ramp. Further mitigation would require widening of the freeway ramps, which is within the jurisdiction of Caltrans, and not the Agency.

For 20 of the impacted intersections, individual project applicants will pay a fair share toward the City traffic operations center for the re-timing and monitoring of signals to improve vehicle progression along these impacted routes.

At the 12th Street/North 16th Street & Richards Boulevard intersection and the 16th Street & North B Street intersection, mitigating the RSP impacts would entail widening 12th Street and 16th Street, respectively. This would be inconsistent with the City goals and objectives to create pedestrian-friendly streets and with the City's Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for new lanes. Therefore, no mitigation is available to lessen traffic impacts at these intersections. Even with implementation of these measures, the impacts would remain significant and no additional mitigation is available to the Agency.

12) Impact 5.9-3: *Redevelopment would assist in roadway infrastructure construction and remove barriers to Initial Phase development of the Railyards Specific Plan under Long Term (2030) conditions.*

(DEIR page 5.9-21 through 5.9-23)

a. Significant Impact

Adoption of the Railyards Redevelopment Plan would provide tools to eliminate the barriers to redevelopment in the Project Areas, including RSP anticipated 2030 development and infrastructure improvements. Redevelopment would assist with site remediation, installation of streets, utilities, and other public facilities and infrastructure. All redevelopment activities would be consistent with the City's adopted plans and

policies, and the analysis in the RSP EIR. While the adopted infrastructure program has been assessed from a circulation perspective and at a programmatic level in the EIR, each individual project will require site specific environmental review during the design phase, and any additional right-of-way requirements or environmental impacts (such as trees within the right-of-way) would be determined at that time. As identified in the RSP/RBAP EIR and the RSP EIR, many, but not all traffic impacts of the RSP Initial Phase under Long Term (2030) conditions can be mitigated to less than significant levels. Where redevelopment would engender development that would cause unacceptable level of service at Project Area intersections, the proposed Project would result in a *significant impact*.

b. Facts in Support of Finding

Findings of Fact and a Statement of Overriding Considerations (Findings) were adopted for each of the Specific Plan areas adopted by the City Council in connection with its certification of the RSP/RBAP EIR and the RSP EIR and adoption of the Specific Plan land uses. No additional impacts beyond those identified in the RSP/RBAP and RSP EIRs would occur as a result of the proposed Project, and the proposed Project would be consistent with the adopted Findings. The Findings outline the adopted mitigation measures identified by the City's Development Engineering Division for impacts resulting from Plan conditions. No other feasible mitigation measures are available to the Redevelopment Agency.

The RSP EIR Findings outline mitigation measures for 29 intersections that will be impacted by Initial Phase development under Long Term Conditions. Seven of these intersections were not previously significantly impacted by development under Near Term or baseline conditions with Initial Phase development. The other 22 intersections were mitigated for impacts from Initial Phase development under Near Term conditions and/or baseline conditions (see Impact 5.9-1 and Impact 5.9-2, above), and the mitigation measures below represent additional mitigation.

To mitigate time delays at 19 of the 29 impacted intersections, the City will optimize signal timing or increase cycle length in the a.m. peak hour, p.m. peak hour, or both, including at the intersections below. To further mitigate time delays at 11 of these 19 intersections would require widening of roadways, which would be inconsistent with City goals and objectives to create pedestrian-friendly streets and Smart Growth policies.

- Bercut Drive & Bannon Street – to reduce delay times (though maintain level of service at LOS C in the a.m. peak hour and LOS D in the p.m. peak hour);
- 12th Street & Bannon Street – to improve level of service from LOS E to LOS D in the a.m. peak hour and from LOS F to LOS E in the p.m. peak hour;
- 16th Street & North B Street – to reduce delay times in the p.m. peak hour (maintaining LOS E) and maintain LOS A in the a.m. peak hour;
- 5th Street & Railyards Boulevard – to improve level of service from LOS F to LOS E in the p.m. peak hour and maintain LOS B in the a.m. peak hour;

- 6th Street & Railyards Boulevard – to improve level of service from LOS E to LOS C in the p.m. peak hour and maintain LOS B in the a.m. peak hour;
- 7th Street & Railyards Boulevard – to improve level of service from LOS F to LOS C in the p.m. peak hour and maintain LOS C in the a.m. peak hour;
- 5th Street & G Street – to reduce delay times in the p.m. peak hour (maintaining LOS F), though the level of service in the a.m. peak hour would be downgraded from LOS B to LOS C;
- 6th Street & G Street – to improve level of service from LOS F to LOS D in the a.m. peak hour and reduce delay times by approximately 54% in the p.m. peak hour (maintaining LOS F);
- 6th Street & H Street – to improve level of service from LOS F to LOS C in the a.m. peak hour and reduce delay times by approximately 22% in the p.m. peak hour (maintaining LOS F);
- 7th Street & H Street – to reduce delay times, though LOS F would be maintained in the p.m. peak hour;
- Jibboom Street & I Street – to improve level of service from LOS F to LOS E in the a.m. peak hour, and reduce delay times in the p.m. peak hour by approximately 20% (maintaining LOS F);
- 5th Street & I Street – to improve level of service from LOS E to LOS D in the p.m. peak hour;
- 6th Street & I Street – to reduce delay times by approximately 79% in the p.m. peak hour, though maintaining level of service at LOS F;
- 7th Street & I Street – to improve level of service from LOS E to LOS D in the p.m. peak hour;
- 3rd Street & J Street – to reduce delay times by approximately 12% in the a.m. peak hour (maintaining LOS F) and by approximately 5% in the p.m. peak hour (maintaining LOS D);
- 3rd Street & L Street – to improve level of service from LOS F to LOS D in the a.m. peak hour and reduce delay in the p.m. peak hour by approximately 65% (maintaining LOS F);
- 5th Street & Capital Mall – to improve level of service from LOS D to LOS C in the a.m. peak hour;
- 3rd Street & P Street – to improve level of service from LOS E to LOS D in the p.m. peak hour and from LOS B to LOS A in the a.m. peak hour;
- Richards Boulevard & 12th Street – to improve levels of service from LOS E to LOS D in the a.m. peak hour and from LOS D to LOS C in the p.m. peak hour.

To mitigate time delays at four of the 29 impacted intersections, the City will provide additional lanes and optimize signal timing in the a.m. peak hour, p.m. peak hour, or both, including at the intersections below. To further mitigate time delays at two of these four intersections would require widening of roadways, which would be

inconsistent with City goals and objectives to create pedestrian-friendly streets and Smart Growth policies.

- 10th Street & Richards Boulevard – to improve level of service to LOS C in the a.m. and p.m. peak hours;
- Jibboom Street & Railyards Boulevard – improve level of service from LOS D to LOS B in the p.m. peak hour and maintain LOS B in the a.m. peak hour;
- Bercut Drive & Railyards Boulevard – improve level of service from LOS E to LOS D in the p.m. peak hour and maintain LOS C in the a.m. peak hour;
- 7th Street & G Street – to improve levels of service from LOS F to LOS E in the p.m. peak hour and from LOS D to LOS C in the a.m. peak hour;

The City will optimize signal timing at the I-5 southbound off-ramp intersection with Richards Boulevard in both the a.m. and the p.m. peak hours and at the I-5 northbound on-ramp intersection with Richards Boulevard in the p.m. peak hour. Further mitigation would require widening of the freeway ramps, which is within the jurisdiction of Caltrans, and not the Agency.

The City will also optimize signal timing and add additional lanes to the four intersections below. The City has included the cost of improvement at these four intersections in its approved Richards Boulevard Area Plan and Facility Element and project applicants will provide “fair-share” funding for these improvements through payment of traffic impact fees in accordance with the Railyards Financing Plan.

- Bercut Drive & Richards Boulevard – to improve the level of service to LOS D in the p.m. peak hour;
- 5th Street & Richards Boulevard – to improve the level of service to LOS C in the a.m. peak hour and LOS D in the p.m. peak hour;
- I-5 northbound ramp & Bannon Street – to improve the level of service from LOS E to LOS D in the a.m. peak hour and from LOS D to LOS C in the p.m. peak hour
- North 5th Street & Bannon Street – to improve the level of service from LOS C to LOS B in the a.m. peak hour and from LOS D to LOS C in the p.m. peak hour.

For 25 of the impacted intersections, individual project applicants will pay a fair share toward the City traffic operations center for the re-timing and monitoring of signals to improve vehicle progression along these impacted routes.

Even with implementation of these measures, the impacts would remain significant and no additional mitigation is available to the Agency.

13)Impact 5.9-4: *Redevelopment would assist in roadway infrastructure construction and remove barriers to build-out of the Project Areas under Long Term (2030) conditions.*

(DEIR page 5.9-23 through 5.9-25)

a. Significant Impact

Adoption of the Railyards Redevelopment Plan would provide tools to eliminate the barriers to redevelopment in the Project Areas, including RSP and General Plan anticipated 2030 development and infrastructure improvements. Redevelopment would assist with site remediation, installation of streets, utilities, and other public facilities and infrastructure. All redevelopment activities would be consistent with the City's adopted plans and policies, and the analysis in the RSP EIR. While the adopted infrastructure program has been assessed from a circulation perspective and at a programmatic level in the EIR, each individual project will require site specific environmental review during the design phase, and any additional right-of-way requirements or environmental impacts (such as trees within the right-of-way) would be determined at that time. As identified in the RSP/RBAP EIR and the RSP EIR, many, but not all traffic impacts under Long Term (2030) conditions can be mitigated to less than significant levels. Where redevelopment would engender development that would cause unacceptable level of service at Project Area intersections, the proposed Project would result in a *significant impact*.

b. Facts in Support of Finding

Findings of Fact and a Statement of Overriding Considerations (Findings) were adopted for each of the Specific Plan areas adopted by the City Council in connection with its certification of the RSP/RBAP EIR and the RSP EIR and adoption of the Specific Plan land uses. No additional impacts beyond those identified in the RSP/RBAP and RSP EIRs would occur as a result of the proposed Project, and the proposed Project would be consistent with the adopted Findings. The Findings outline the adopted mitigation measures identified by the City's Development Engineering Division for impacts resulting from Plan conditions. No other feasible mitigation measures are available to the Redevelopment Agency.

The RSP EIR Findings outline mitigation measures for 32 intersections that will be impacted by full build-out under Long Term conditions. Three of these intersections were not previously significantly impacted by development under baseline, Near Term, or Long Term conditions with Initial Phase development. The other 29 intersections were mitigated for impacts from Initial Phase development under baseline, Near Term, and/or Long Term conditions (see Impacts 5.9-1, 5.9-2, 5.9-3, above), and the mitigation measures below represent additional mitigation for the potential impacts of full build-out under Long Term conditions.

The City will optimize signal timing at the I-5 southbound off-ramp intersection with Richards Boulevard in both the a.m. and the p.m. peak hours and at the I-5 northbound on-ramp intersection with Richards Boulevard in the p.m. peak hour. Further mitigation would require widening of the freeway ramps, which is within the jurisdiction of Caltrans, and not the Agency.

To mitigate time delays, the City will optimize signal timing in the a.m. peak hour, p.m. peak hour, or both at the following intersections:

- Bercut Drive & Richards Boulevard
- 5th Street & Richards Boulevard
- 10th Street & Richards Boulevard
- I-5 southbound ramps & Bannon Street
- I-5 northbound ramps & Bannon Street
- Bercut Drive & Bannon Street
- North 5th Street & Bannon Street
- 7th Street & Bannon Street
- 12th Street & Bannon Street
- 16th Street & North B Street
- Bercut Drive & Railyards Boulevard
- 6th Street & Railyards Boulevard
- 7th Street & Railyards Boulevard
- 5th Street & G Street
- 6th Street & G Street
- 7th Street & G Street
- 6th Street & H Street
- 7th Street & H Street
- 16th Street & H Street
- 3rd Street & I Street
- 6 Crocker Street & Railyards Boulevard Street & I Street
- 7th Street & I Street
- 3rd Street & J Street
- 3rd Street & L Street
- 3rd Street & P Street
- Richards Boulevard & 12th Street

Further mitigation of delays at the many of the intersections, above, would require widening of roadways, which would be inconsistent with City goals and objectives to create pedestrian-friendly street and Smart Growth policies. More specifically, the following intersections would require widening to further mitigate delays: 10th Street & Richards Boulevard, Bercut Drive & Bannon Street, 12th Street & Bannon Street, 16th Street & North B Street, 6th Street & Railyards Boulevard, 5th Street & G Street, 6th

Street & G Street, 7th Street & G Street, 6th Street & H Street, 7th Street & H Street, 16th Street & H Street, 7th Street & I Street, and 3rd Street & J Street.

The City will install a traffic signal, add lanes, and optimize signal timing at the Crocker Street & Railyards Boulevard and Bercut Drive & Camille Lane intersections. This mitigation measure would improve the level of service in the p.m. peak hour from LOS E to LOS B at Crocker Street & Railyards Boulevard. The a.m. peak hour will remain at LOS B at this intersection. This mitigation will improve delay times at Bercut Drive & Camille Lane by approximately 24%, but the level of service will remain at LOS F. This intersection is located along a primary pedestrian/bicycle corridor linking the Project to the Sacramento River trail, and further mitigation of delay times would require widening the roadways. Such widening would be inconsistent with keeping this a pedestrian-friendly street.

The City will install, or cause to be installed, an additional lane at the Bercut Drive & South Park Street intersection, as well as optimize signal timing, to improve the level of service during the p.m. peak hour from LOS D to LOS C. The a.m. peak hour will remain at LOS B at this intersection.

For 30 of the impacted intersections, individual project applicants will pay a fair share toward the City traffic operations center for the re-timing and monitoring of signals to improve vehicle progression along these impacted routes.

The City did not identify any feasible mitigation measures to lessen the impact of full build-out at the Jibboom Street and I Street intersection. The existing and/or proposed elevated bridge structures would need to be widened to mitigate the impact at this intersection. The costs of such improvements cannot be justified because the RSP Plan proposes to replace the Jibboom Street structure with an elevated connection from Bercut Drive.

Even with implementation of all of the above measures, the impacts would remain significant and no additional mitigation is available to the Agency.

IV. Significant Cumulative Impacts That Cannot Be Avoided

Finding

The Agency/City Council finds that, where feasible, changes or alterations have been required in, or incorporated into, the Project which reduce significant cumulative environmental impacts identified in the EIR. However, specific economic, social, or other considerations make certain mitigation measures or project alternatives, designed to reduce the following cumulative impacts to a less-than-significant level, infeasible. This finding is supported by evidence in the record of the proceeding before the Agency/City Council including the Draft EIR and Final EIR prepared for this Project and the General Plan for the City of Sacramento and the associated EIR. All available,

reasonably feasible mitigation measures identified in the EIR are employed to reduce the magnitude of the cumulative impacts, even if the cumulative impacts are not reduced to a less-than-significant level.

14) Impact 5.4-5: *Redevelopment projects and redevelopment engendered development could contribute to the cumulative loss or alteration of historical resources.*

(DEIR page 5.4-42).

a. *Potentially Significant Impact*

Redevelopment activities in the Project Areas have the potential to affect several historic resources including the Central Shops Historic District, the REA Building, the Sacramento Depot, and other historic resources either through the alteration of the resource itself or the surrounding environment/setting.

b. *Facts in Support of Finding*

Because all historical resources are unique and nonrenewable members of finite classes, all adverse effects or negative impacts erode a dwindling resource base. Federal, state, and local laws protect historical resources in most instances. Even so, it is not always feasible to protect historical resources, particularly when preservation in place would frustrate implementation of projects. The proposed Project includes the potential alteration of existing buildings in the Project Areas that could cause a substantial adverse change in the significance of a historic resource, or could result in the damage or demolition of a historic resource. For this reason, the cumulative effects of development in the City of Sacramento are considered to have a potentially significant impact on historic resources. No mitigation beyond compliance with the RBAP, the RSP, the City Preservation Element, and the City Preservation Ordinance is available at this programmatic level.

15) Impact 5.7-7: *Redevelopment engendered development would contribute to cumulative increases in traffic and rail noise levels.*

(DEIR pages 5.7-29 through 5.7-31)

a. *Significant Impact*

Redevelopment engendered development would, in combination with cumulative development, increase noise levels experienced by sensitive receptors due to increased traffic (local and interstate traffic noise sources) and rail use (associated with increased freight, passenger rail, and light rail services). Such development would also contribute to future traffic volumes along area roadways, which would result in increases in traffic noise levels at off-site receptors.

b. Facts in Support of Finding

The Union Pacific Railroad track realignment will allow trains to travel at greater speeds through the Project Areas, increasing noise levels at nearby receptors. Redevelopment will also assist with the development of the Sacramento Intermodal Transportation Facility. These factors, combined with the expected increase in the level of passenger and freight train activity and the development of a high speed rail project, cumulative noise level could increase by 3 dB for nearby residential uses, a significant cumulative increase.

While the increase in traffic noise levels from the RSP build-out is not, at most receptor locations, significant under Sacramento General Plan EIR noise impact criteria, the RSP will contribute to significant increases at North B Street and Bannon Street locations within the Railyards Project Area. Blight elimination and redevelopment activities will also encourage build-out of the RBAP land uses, contributing to a cumulative significant increase in traffic noise level on Richards Boulevard east of Dos Rios Street.

The programs described under Impact 5.7-3, above, will also help to mitigate cumulative increases in traffic and rail noise. These programs can reduce interior noise levels to acceptable levels for existing sensitive receptors. However, all such programs are voluntary and cannot be proven to mitigate impacts, thus long-term impacts related to cumulative noise in the Project Areas would remain significant. No mitigation beyond voluntary redevelopment programs to reduce interior noise levels is available for existing receptors.

V. Growth-Inducing Impacts

The EIR discusses ways in which the proposed Project would foster economic and population growth, directly and indirectly, in the surrounding environment, in compliance with CEQA Guidelines section 15126.2(g).

a. Potentially Significant Impact

Growth-inducing impacts can result from development that directly or indirectly induces additional growth pressures that are more intense than what is currently planned for in general and community plans. Implementation of the Proposed Project would remove impediments to growth. However, build-out of the Project Areas would not exceed planned growth rates and would not result in substantial regional demands on public services and infrastructure. In addition, while the proposed Project would assist with major infrastructure development within the Railyards property, the Railyards is an urban infill parcel and adopted City and Regional plans and policies encourage redevelopment of existing urbanized locations such as the Project Areas to minimize growth pressures on the urban fringe. Growth-inducing impacts would be less than significant.

b. Facts in Support of Finding

A primary objective of redevelopment is to eliminate obstacles to growth. The intensification of land uses within the Project Areas would result in increased jobs and housing in areas served by existing transportation, public transit, and utility infrastructure systems. Implementation of the proposed Project would neither require extension or expansion of services to an area where none is provided, nor involve substantial improvements to existing facilities, except where those facilities are needed and/or upgraded to accommodate planned land uses. Upgrades to utilities for infill development in the Project Areas are considered improved technology/rehabilitation efforts, not a growth-inducing activity. The implementation of the proposed Project would not result in substantial new demands from housing, public services, or utilities that were not previously anticipated in adopted plans. Growth that would be induced by the elimination of blight and infrastructure constraints would reduce demands on land and infrastructure extensions in the urban fringe by allowing planned build-out of the Project Areas.

Redevelopment efforts to eliminate blight and promote economic development would encourage employment growth within the Project Areas. Additional local employment would also be generated through what is commonly referred to as the multiplier effect. Increased future development generated by resident and employee spending would ultimately result in physical development of space to accommodate those employees. The characteristics of this physical space and its specific location will determine the type and magnitude of environmental impacts of this additional economic activity.

While the proposed Project would contribute to direct, indirect, and induced growth in the area, enhancing the vitality of the Central City is a goal of the City's General Plan, the Central City Community Plan, and the RBAP and RSP, and the Regional Blueprint for the Project Areas.

VI. Findings Concerning Additional Information

Finding

The comment period for the DEIR was from January 22, 2008 to March 7, 2008. All comments received on the DEIR were fully and completely responded to in the FEIR. Following release of the FEIR, additional comments were received on the FEIR, including comments on air quality issues such as greenhouse gas emissions and toxic air contaminants (TACs). The comments received on the FEIR parallel and reiterate issues previously raised in comments on the DEIR, all of which were responded to in the FEIR. One comment brought a recent California Air Resources Board (CARB) study to the Agency's attention. However, this study and the other comments do not raise any new significant information requiring additional environmental review pursuant to Public Resources Code section 21092.1 and CEQA Guidelines section 15088.5.

a. Facts in Support of Finding

The CARB recently published a diesel particulate matter (DPM) health risk assessment (HRA) for the West Oakland Community, addressing the health risk from multiple sources of DPM emissions in that area. An HRA for DPM emissions was conducted for the RSP EIR, using guidance from the CARB and the Sacramento Metropolitan Air Quality Management District (SMAQMD). For this HRA, a separate cancer risk analysis was performed for freeway DPM emissions and for railway DPM emissions. A qualitative analysis was also performed in the HRA for the Sacramento Intermodal Transportation Facility (SITF). There are not yet detailed plans for the SITF, so there was insufficient information to allow a more detailed evaluation of this source of DPM emissions. As the City noted in the RSP FEIR, adding the risk from all three of these DPM sources to generate a cumulative risk would result in a substantial overestimate of risks.

Impact 5.2-5 identifies the potential for redevelopment to result in a substantial increase in exposure of sensitive receptors to TACs, including DPM emissions. (DEIR, pages 5.2-38 through 5.2-39.) Based on the HRA prepared for the RSP EIR, the Agency concluded in the EIR that the exposure of sensitive receptors to TACs through build-out of planned land uses in the Project Areas would be less than significant. The proposed Project would remove barriers to efficient in-fill development and redevelopment planned in the Project Areas, consistent with the RSP and RBAP and their approved land uses. The Project itself, however, does not change any land use already proposed and approved for the Project Areas. Therefore, this Project does not alter the potential TAC health risks associated with development in the Project Areas.

When a River District Land Use Plan is prepared, the methods used in the CARB HRA to evaluate multiple-source DPM emissions may be relevant to the air quality impact analysis conducted for this new land use plan. The proposed Project, however, does not alter land uses within the Project Areas and an additional HRA for this Project is unwarranted. To the extent that land uses are changed in the Project Areas in the future, the air quality impacts of such changes will be analyzed and addressed when changes are proposed.

VII. Project Alternatives

The Agency/City Council has considered a reasonable range of alternatives to the proposed Project and evaluated the comparative merits of each to determine whether they would avoid or substantially lessen any of the significant impacts of the Project, while feasibly attaining most of the basic objects of the Project. The Agency/City Council finds that the alternatives evaluated either have impacts identical to or more severe than the Project, do not achieve the basic objectives of the Project, or both.

1. No Project Alternative (DEIR pages 6.0-3 to 6.0-5)

Under the No Project Alternative to the Proposed Project, the Richards Boulevard Redevelopment Plan (Richards Plan) would not be amended to reduce the Richards Boulevard Redevelopment Project Area boundaries, and the Railyards Redevelopment Plan would not be created. The Richards Plan redevelopment activities would continue to support infrastructure improvements and the elimination of blight in the existing Richards Boulevard Redevelopment Project Area (Existing Project Area). Under this Alternative, resources would be shifted to the redevelopment of the Railyards and development in the Existing Project Area would occur at a slower rate than with adoption of a separate Railyards Redevelopment Plan. With this Alternative, certain conditions would be expected to remain in the Project Areas for a longer period of time, including deteriorated housing; blighted, vacant, underutilized, and marginal commercial uses; vacant properties; and inadequate infrastructure.

Because general land use types, densities, and intensities that could be developed pursuant to the proposed Project could ultimately be developed under the existing Richards Plan, long-term environmental effects associated with the No Project Alternative, including traffic increases and noise, are considered similar to those of the proposed Project. Impacts on transportation, air quality, noise, visual resources, and the combined sewer system (CSS) could be less in the short-term, with less development occurring. However, less development in the downtown core would be inconsistent with the City's infill and Regional Blueprint policies, and would be expected to result in more urban sprawl on the suburban fringes, in turn causing greater regional transportation and air quality impacts. The No Project Alternative is considered environmentally inferior to the proposed Project because the long-term environmental impacts of the No Project Alternative could be comparable to or greater than those of the proposed Project, while remaining physical blighting conditions are likely to continue for a longer period of time, or are less likely to be eliminated at all.

Under the No Project Alternative, the tax basis would be reset at a higher level. Because less redevelopment tax-increment revenue would be available to fund public improvements and affordable housing, this Alternative would also result in a heavier burden on the City for support of the uses in the Existing Project Area. Funding options for the development of transportation infrastructure would not be available due to the longevity of these types of funding mechanisms, and traffic congestion could increase in the Downtown core. Affected taxing agencies (including the City General Fund, school districts, County, and special districts), would not realize the ancillary benefit of creating a new separate Railyards Plan as tax revenues generated by the 2006 sale of the Union Pacific properties would not be paid to these taxing entities, instead of to the Agency as tax increment revenue.

Without the creation of a separate Railyards Redevelopment Plan, the Existing Project Area would not be protected from the costs and other development constraints particularly affecting the Railyards Area. Conditions in the Railyards Area are so severe and extensive that they are anticipated to drain Richards Area redevelopment funds,

leaving no resources to address additional needs in the balance of the Richards Area. Additional tax increment and bonding capacity generated by the longer life of the Railyards Plan would not be available for the necessary remediation, historic preservation, and infrastructure needs of the Railyards. Therefore, this alternative would not achieve the Project objectives.

Findings

- a) The No Project Alternative would be less likely to resolve conditions of blight in the Project Areas.
- b) The No Project Alternative would not promote the City's General Plan policies related to promoting the rehabilitation and revitalization of existing commercial centers.
- c) The No Project Alternative would be inconsistent with the City's infill and Regional Blueprint policies, in hampering development in the downtown core.
- d) The No Project Alternative would not achieve the basic goals and objectives of the Project, including housing, social, environmental, and economic goals for the Project Areas.
- e) Impacts on transportation, air quality, noise, visual resources, and the CSS could be less, in the short term under the No Project Alternative, than the potential impacts related to the proposed Project, because of less development occurring. The No Project Alternative would have greater regional transportation and air quality impacts, however.

2. *Reduced Railyards Project Area Alternative* *(DEIR pages 6.0-5 to 6.0-6)*

Under this Alternative, the Railyards Project Area boundary would coincide with the Railyards Specific Plan boundary. The 244-acre Project Area would exclude the area of governmental and professional offices and the REA building that are currently in the Existing Project Area. The area east of 7th Street and within the Railyards Area boundary consists mainly of government buildings and private offices, as well as the County parking lot and jury parking lot. The area northeast of the former Railyards at the southwest quadrant of 12th and North B Streets has a long history as a site for metal salvage operations; this area would remain in the River District Project Area.

Under this Alternative, the Agency would lose its existing powers as a redevelopment agency to assemble parcels for more modern development patterns in the government offices area between 6th and 10th streets, I and F streets. Although existing development would remain, underutilized and blighted properties within this nine block area would not have access to redevelopment assistance except for affordable housing projects. Less recycling of existing properties to new uses is likely to occur, as this would be dependent upon market forces or other sources of government funding.

Because general land use types, densities, and intensities that could be developed pursuant to the proposed Project could ultimately be developed under this Alternative,

long-term environmental effects associated with the Reduced Railyards Project Area Alternative, including traffic increases and noise, are considered similar to those of the proposed Project. Impacts on transportation, air quality, noise, and the CSS could be less in the short-term, as more blight remains and less development occurs. However, less development in the downtown core would be inconsistent with the City's infill and Regional Blueprint policies, and would be expected to result in more urban sprawl on the suburban fringes, causing greater regional transportation and air quality impacts. Because less redevelopment tax-increment revenue would be available to fund public improvements and affordable housing, this alternative could also result in a heavier burden on the City for constructing infrastructure in the Railyards Project Area. The Downtown Sacramento area could remain underutilized in conflict with City and regional goals to promote infill development and reduce demand for development on the urban fringe.

Any reduction in localized traffic impacts from less development/lower densities in the downtown area would likely be offset by regional increases in traffic and air emissions as development demand was met further away from the downtown center. Such a shift is inconsistent with the City's Smart Growth Principles and the Regional Blueprint. Although project-specific impacts on historic resources, traffic, construction noise, and utilities could be reduced, long-term environmental impacts could be comparable to or greater than those of the proposed Project.

No redevelopment would occur in the Plaza Park Historic District, which would reduce the potential for impacts to listed historic resources and reduced cumulative losses of historic resources. Less development may occur close to the residential receptors in Alkali Flat, thereby reducing the potential for construction noise impacts on sensitive receptors.

With the creation of a separate Railyards Redevelopment Plan, the River District Project Area would be protected from the costs and other development constraints particularly affecting the Railyards Area, consistent with Project objectives. Although reduction of the Railyards Project Area would reduce the level of tax increment available for the Railyards property redevelopment, this alternative would generally achieve the Project objectives.

Findings

- a) This Alternative would be less effective than the Project in resolving conditions of blight in the Project Areas.
- b) This Alternative would be less effective than the Project in promoting the City's General Plan policies related to promoting the rehabilitation and revitalization of existing commercial centers.
- c) With fewer resources to eliminate barriers to development, this Alternative could restrict the development potential of the Project Area and limit the scope and scale of economic growth and downtown housing development.
- d) Marginal commercial uses, vacant properties, and inadequate infrastructure would be expected to remain in the Project Area for a longer period of time

under this Alternative. During that time, these uses may continue to decline and adversely affect adjacent uses.

- e) Less quality affordable housing would be provided due to a lower level of set-aside redevelopment funds.
- f) This Alternative would be less effective than the Project in achieving the basic goals and objectives of the Project, including housing, social, environmental, and economic goals for the Project Area.

3. *Alternative Land Use Plan For The Railyards Project Area* *(DEIR pages 6.0-6 to 6.0-8)*

Under California Redevelopment Law (CRL), a land use plan can be adopted for the Railyards Project Area with the adoption of the redevelopment plan, which would supersede adopted land use plans for the Project Area. Under the Alternative Land Use Plan for the Railyards Project Area, densities in the Railyards Project Area would be reduced about 30 percent in the RSP area. The boundaries of the Project Area would remain the same as those for the proposed Project. There would be no change to the proposed River District Project Area; land uses would remain consistent with those outlined in the RBAP and the Central City Community Plan.

The Alternative Land Use Plan for the Railyards Project Area would develop the same footprint as the adopted RSP; therefore, effects related to the location of development, such as potential loss of biological and cultural resources, exposure to seismic or other geologic hazards, exposure to hazardous materials, and changes to local hydrology, would be the same as for the proposed Project. This Alternative includes a mix of uses the same as the RSP, only less intense, so land use impacts, such as potential incompatibility of uses, would be the same as the proposed Project.

This Alternative represents an approximately 40 percent reduction in the amount of non-residential development, and 2,500 to 5,000 fewer residential units compared to the adopted RSP. Therefore, impacts related to the level of development of the Alternative Land Use Plan Alternative would be reduced compared to the proposed Project. Construction noise and air quality impacts of the Alternative Land Use Plan Alternative would be less than the proposed Project; however, these effects would be significant even with implementation of measures adopted for the RSP. While operational air emissions would be reduced compared to the proposed Project, the reductions would not be sufficient to reduce the operational emissions to a level below the threshold of significance. The demand for utilities (wastewater, drainage, and potable water) would be less under the Alternative Land Use Plan Alternative, because of the reduced population. The Alternative Land Use Plan Alternative would generate fewer vehicle trips than the proposed Project, so effects on traffic would be less severe. However, the Alternative Land Use Plan Alternative would still result in significant effects on local road segments, intersections, freeway on- and off-ramps, and freeway segments that would not be mitigated to a less-than-significant level.

While the local traffic and air quality effects caused by this alternative may be somewhat lower, it is reasonable to assume that the non-residential space and up to 5,000 housing units not developed under this Alternative would need to be developed somewhere else in the greater Sacramento region, most likely at a greater distance from the downtown core, and at substantially lower densities than proposed in the Project. The resulting housing developments would be characterized by a greater dependence on automobiles, more vehicle miles traveled, and more land converted to urban uses. The net result of this type of development would be greater levels of congestion on regional roadways, higher levels of air pollutant emissions, greater consumption of land resulting in losses of farmland and/or habitat, and other effects caused by development typically considered to be sprawl.

Similar to the proposed Project, the Alternative Land Use Plan Alternative would allow the Agency to maximize its ability to implement projects that alleviate blight and foster redevelopment of both the River District and the Railyards Project Areas. The Alternative Land Use Plan Alternative would create a separate Railyards Redevelopment Plan, thus the River District (Richards Boulevard) Project Area would be protected from the costs and other development constraints particularly affecting the Railyards Area, consistent with Project objectives. The Alternative Land Use Plan Alternative would enable the Agency to assist private development to revitalize both the River District and the Railyards Project Areas, to the benefit of both areas. Reduction of the land use intensities within the Railyards Project Area would be inconsistent with the adopted RSP, however, and would reduce the level of tax increment available for the Railyards property redevelopment.

Findings

- a) The Agency would not have additional resources to use in the elimination of blight, thus this Alternative would be less effective than the Project in resolving conditions of blight in the Project Areas.
- b) This Alternative would be less effective than the Project in promoting the City's General Plan policies related to promoting the rehabilitation and revitalization of existing commercial centers.
- c) This Alternative would be less effective than the Project in achieving the basic goals and objectives of the Project, including housing, social, environmental, and economic goals for the Project Area.
- d) With fewer resources to implement projects to eliminate barriers to development, this Alternative could restrict the development potential of the Railyards Project Area and limit the scope and scale of economic growth and downtown housing development.
- e) Under this Alternative, deteriorated housing; blighted, vacant, underutilized, and marginal commercial uses; vacant properties; and inadequate infrastructure would be expected to remain in the Project Area for a longer period of time with fewer resources for redevelopment. During that time, these uses may continue to decline and adversely affect adjacent uses.

- f) The Downtown Sacramento area would likely remain underutilized in conflict with City and regional goals to promote infill development and reduce demand for development on the urban fringe.

VIII. Statement of Overriding Considerations

Pursuant to Guidelines section 15092, the Agency/City Council find that in approving the Project, the Agency/City Council have eliminated or substantially lessened all significant effects on the environment where feasible, as shown in Parts II, III, IV, and V of this Exhibit A. The Agency/City Council further find that the remaining potential significant effects on the environment are unavoidable. In balancing the economic, legal, social, technological, and other benefits of the Project against these unavoidable effects, the Agency/City Council have determined that the benefits of the Project outweigh the unavoidable adverse effects, such that the adverse effects are acceptable. The Agency/City Council make this statement of overriding considerations in support of their approval of the Project. Any one of these reasons is sufficient to justify approval of the Project. Thus, even if a court were to conclude that not every reason is supported by substantial evidence, the Agency/City Council would stand by its determination that each individual reason is sufficient. The substantial evidence supporting these justifications is contained in these findings and in the administrative record:

1. The establishment of a separate and distinct redevelopment plan for the Railyards Project Area would enable redevelopment in the River District under its existing Redevelopment Plan to continue and to be more effectively carried out, protected from the potentially overwhelming needs of the Railyards Project for resources of the Agency and other governmental entities.
2. The establishment of a separate and distinct redevelopment plan for the Railyards Project Area would assist in relieving infrastructure capacity problems in downtown Sacramento and the existing Richards Project Area by spreading the fair share of costs among another area.
3. The establishment of a separate and distinct redevelopment plan for the Railyards Project Area would expedite redevelopment in the Railyards Project Area.
4. The establishment of a separate and distinct redevelopment plan for the Railyards Project Area would expedite the elimination of blighting conditions and the correction of environmental deficiencies in the Railyards Project Area, including: unsafe or unhealthy buildings; conditions that prevent or substantially hinder economically viable use of buildings or lots; incompatible land uses; subdivided lots of irregular shape and inadequate size for property usefulness; depreciated or stagnant property values or impaired investments; presence of hazardous wastes; abnormally high business vacancies; vacant lots, or abandoned buildings; substandard vehicular circulation systems; inadequate water, sewer, and storm drainage systems; insufficient off-street parking; and a lack of necessary neighborhood-serving commercial facilities.

5. The Project would expedite redevelopment in the River District Project Area and the Railyards Project Area, facilitating the achievement of redevelopment goals for both Project Areas, including:
 - a. Expand, preserve, and improve the community's supply of extremely low-, very low-, low- and moderate-income housing;
 - b. Strengthen the economic base of the Project Areas and the community by installing needed site improvements which will stimulate new industrial and commercial expansion, new employment and economic growth;
 - c. Promote new and continuing private sector investment within the Project Areas to prevent the loss of and to facilitate the capture of commercial sales activity;
 - d. Increase retail, industrial and commercial use in the Project Areas;
 - e. Provide public improvements and infrastructure to facilitate development, provide adequate land for parks and open spaces, and promote an overall environment for social and economic growth;
 - f. Create and develop local job opportunities and preserve the area's existing employment base.
 - g. Allow for the replanning, redesign, and development of areas which are stagnant or improperly utilized.

Exhibit B

MITIGATION MONITORING PLAN

INTRODUCTION

The California Environmental Quality Act (CEQA) requires review of any project that could have significant adverse effects on the environment. In 1988, CEQA was amended to require reporting on and monitoring of mitigation measures adopted as part of the environmental review process. This Mitigation Monitoring Plan (MMP) is designed to aid the Redevelopment Agency of the City of Sacramento (Agency) and the City of Sacramento (City) in their implementation and monitoring of measures adopted from the Richards Boulevard Redevelopment Plan Amendment and the Railyards Redevelopment Plan Draft EIR (Proposed Project).

MITIGATION MEASURES

The mitigation measures are taken from the Richards Boulevard Redevelopment Plan Amendment and the Railyards Redevelopment Plan Draft EIR (Draft EIR) and are assigned the same number as in the Draft EIR. The Mitigation Monitoring Program (MMP) describes the actions that must take place to implement each mitigation measure, the timing of those actions, and the entities responsible for implementing and monitoring the actions.

MMP COMPONENTS

The components of each monitoring form are addressed briefly, below.

Impact

This column summarizes the significant impact stated in the Draft EIR.

Mitigation Measure

All mitigation measures that were identified in the Draft EIR are presented, and numbered accordingly.

Action

For every mitigation measure, one or more actions are described. These are the center of the MMP, as they delineate the means by which EIR mitigation measures will be implemented, and, in some instances, the criteria for determining whether a measure has been successfully implemented. Where mitigation measures are particularly detailed, the action may refer back to the measure.

Implementing Party

This item identifies the entity that will undertake the required action.

Timing

Each action must take place prior to the time at which a threshold could be exceeded. Implementation of the action must occur prior to or during some part of approval, project design, construction, or on an ongoing basis. The timing for each measure is identified.

Monitoring Party

The Agency is responsible for monitoring completion of mitigation measures for redevelopment projects, although the City is responsible for ensuring that most mitigation measures are successfully implemented through the land use entitlement and planning process. Within the City, a number of departments and divisions would have responsibility for monitoring some aspect of the overall project. Occasionally, monitoring parties outside the Agency and City are identified; these parties are referred to as "Responsible Agencies" by CEQA.

DEIR Section 5.2 Air Quality and Microclimate

<p>Impact 5.2-14 Redevelopment-engendered construction and development could contribute to global climate change</p>	<p>5.2-14a The City of Sacramento shall incorporate GHG reduction measures into the revision of the RBAP to reduce GHG emissions from electricity use and natural gas combustion and solid waste, and trip generation, consistent with the CAT and Attorney General's strategies as outlined in Table 5.2-6. 5.2-14b The Redevelopment Agency shall provide development incentives for constructing LEED Silver or better buildings, and meeting other strategies outlined in Table 5.2-6.</p>	<p>a. GHG reduction measures incorporated into land use design, goals, and policies of proposed River District Specific Plan. b. Agency to provide incentives as projects are proposed for OPAs and DDAs</p>	<p>City of Sacramento Development Services Division</p>	<p>a. During River District Specific development b. As projects are proposed for OPAs and DDAs</p>
<p>5.7 Noise/Vibration</p>				
<p>Impact 5.7-1: Redevelopment engendered development would cause construction noise at sensitive receptors</p>	<p>The contractor shall ensure that the following measures are implemented during all phases of project construction: 5.7-1a Whenever construction occurs adjacent to occupied residences (on- or off-site), temporary barriers shall be constructed around the construction sites to shield the ground floor of the noise-sensitive uses. These barriers shall be of 3/4 inch Medium Density Overlay plywood sheathing, or other material of equivalent utility and appearance, and shall achieve a Sound Transmission Class (STC) of STC-30, or greater, based on certified sound transmission loss data taken according to American Society for Testing and Materials (ASTM) Test Method E90 or as approved by the City of Sacramento Building Official. 5.7-1b Construction activities shall comply with the City of Sacramento Noise Ordinance, which limits such activity to the hours of 7:00 a.m. to 6:00 p.m. Monday through Saturday, the hours of 9:00 a.m. to 6:00 p.m. on Sunday, prohibits nighttime construction, and requires the use of exhaust and intake silencers for construction equipment engines. Exceptions to these regulations may be granted by the building inspector, consistent with the Noise Ordinance. 5.7-1c Construction equipment staging areas shall be located as far as feasible from residential areas while still serving</p>	<p>Mitigation measures shall be used and monitored during construction and demolition activities The City of Sacramento will include the construction noise conditions in a project's construction permits.</p>	<p>Contractor City of Sacramento Building Division</p>	<p>Before and during construction</p>

<p>VE USES, UNLESS ENGINEERING STUDIES ARE submitted to the City that show this is not feasible and cost-effective, based on geotechnical considerations.</p> <p>5.7-1e Activities that generate high noise levels, such as pile driving and the use of jackhammers, drills, and impact wrenches, shall be restricted to the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday, unless it can be proved to the satisfaction of the City that the allowance of Saturday work on certain onsite parcels (i.e., those as far from noise-sensitive uses as possible) would not have an adverse noise impact.</p>	<p>Standard notification to be conditioned for and provided to applicable development projects by the Development Services Division. Notification included in real estate transactions</p>	<p>Developer/Contractor Developer/Builder</p>	<p>During project approval and p issuance of occupancy per</p>
<p>Impact 5.7-2: Redevelopment engendered development could permanently expose future sensitive receptors to traffic, rail, and industrial noise levels on an ongoing basis.</p>	<p>5.7-2 Future buyers and tenants of residential properties located within 1000 feet of an existing industrial use shall be notified that such industrial uses may generate noise levels that are audible and may approach or exceed the City of Sacramento noise ordinance standards. A signed acknowledgement of such notification shall be included with the real estate transaction.</p>	<p>Applicant shall submit engineering and acoustical specification for project mechanical HVAC equipment to the Planning Director. Planning Director shall approve equipment design for construction documents.</p>	<p>Prior to the issu of building perr</p>
<p>Impact 5.7-4: Redevelopment engendered development could expose sensitive receptors in the Project Areas to noise produced by on-site stationary sources.</p>	<p>The Agency shall ensure that the following measures are implemented for all redevelopment projects in the Project Areas: 5.7-4a Prior to the issuance of building permits, the applicant shall submit engineering and acoustical specification for project mechanical HVAC equipment to the Planning Director demonstrating that the equipment design (types, location, enclosure, specifications) will control noise from the equipment to at least 10 dBA below existing ambient at nearby residential and other noise-sensitive land uses. 5.7-4b Noise generating stationary equipment associated with proposed commercial and/or office uses, including portable generators, compressors, and compactors shall be enclosed or acoustically shielded to reduce noise-related impacts to noise-sensitive residential uses.</p>	<p>Mitigation measures shall be used and monitored during construction and</p>	<p>Prior to constru and demolition</p>
<p>Impact 5.7-5: Construction of redevelopment engendered development could</p>	<p>5.7-5a Pile holes will be pre-drilled to the maximum feasible depth. This will reduce the number of blows required to seat the pile, and will concentrate the pile driving activity closer to the ground</p>	<p>Developer/Contractor The Applicant shall provide verification to the Building Division</p>	<p>Prior to constru and demolition</p>

groundborne vibration.

water.

5.7-5b Provide protective coverings or temporary shoring of on-site or adjacent historic features as necessary, in consultation with the Preservation Director.

5.7-5c The pre-existing condition of all buildings within a 50-foot radius will be recorded in order to evaluate damage from construction activities. Fixtures and finishes within a 50-foot radius of construction activities susceptible to damage will be documented (photographically and in writing) prior to construction. All damage will be repaired back to its pre-existing condition.

5.7-5d If fire sprinkler failures are reported in surrounding buildings to the disturbance coordinator, the contractor shall provide monitoring during construction and repairs to sprinkler systems shall be provided.

5.7-5e Should damage occur despite the above mitigation measures, construction operations shall be halted and the problem activity shall be identified. A qualified engineer shall establish vibration limits based on soil conditions and the types of buildings in the immediate area. The contractor shall monitor the buildings throughout the remaining construction period and follow all recommendations of the qualified engineer to repair any damage that has occurred to the pre-existing state, and to avoid any further structural damage.

Impact 5.7-6:
Redevelopment engendered development could expose new receptors to vibration on an ongoing basis.

The following mitigation measure applies to redevelopment projects within the River District near the proposed DNA light rail line:

5.7-6a The City shall work with Regional Transit to identify methods of vibration reduction that could be implemented during light rail track construction. Such methods could include, but would not be limited to:

- Soil densification under the tracks
- Use of deep piles under the track bed
- Use of tire derived aggregate below the track bed
- Floating slab tracks

recorded prior to the issuance of construction permits. The Building Division will include conditions in the project's construction permits.

a. Regional Transit
City Department of Transportation Engineering Division
b. Redevelopment Agency

a. Document discussions with Regional Transit regarding instituting feasible vibration reduction methods for DNA construction.
b. Agency shall require vibration analysis as part of OPA or DDA approval for projects defined in measure.

a. During DNA rail planning ar design.
b. During preparat of redevelopment project construction documents

the track

5.7-6b A certified vibration consultant shall prepare a site-specific vibration analysis for redevelopment projects with residential uses and historic structures that are within the screening distance for freight and passenger trains or light rail trains. The analysis shall detail how the vibration levels at these receptors would meet the applicable vibration standards to avoid potential structural damage and annoyance. The results of the analysis shall be incorporated into project design.

