



INVESTING IN COMMUNITIES

A Joint Powers Agency

M E M B E R S

City of Sacramento

County of Sacramento

Redevelopment Agency of
the City of Sacramento

Redevelopment Agency of
the County of Sacramento

Housing Authority of the
City of Sacramento

Housing Authority of the
County of Sacramento

August 31, 2010

TO: Interested Persons

FROM: Shelly Amrhein, Environmental Coordinator

SUBJECT: **NOTICE OF AVAILABILITY/INTENT TO ADOPT A NEGATIVE
DECLARATION FOR THE SACRAMENTO ENTERPRISE ZONE**

The Sacramento Housing and Redevelopment Agency (SHRA) has completed preparation of a Draft Negative Declaration for the **SACRAMENTO ENTERPRISE ZONE (SEZ)** project. The document is now available for a 30-day public review and comment period. The comment period is from **Tuesday, August 31, 2010** through **Wednesday, September 29, 2010**. You may review a copy of the document at SHRA, 801 12th Street, Sacramento, CA 95814 and online at:

<http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/>.

The approximately 31,899-acre SEZ project area is located within portions of the City and County of Sacramento and the City of Rancho Cordova. The boundaries of the proposed SEZ extend over large portions of existing industrial areas in northern, southern, and eastern Sacramento County.

Written comments regarding the Draft Negative Declaration should be received by the Sacramento Housing and Redevelopment Agency, **NO LATER THAN 5:00 p.m., Wednesday, September 29, 2010**. Written comments should be submitted to:

Shelly Amrhein, Environmental Coordinator
Sacramento Housing and Redevelopment Agency
801 12th Street, Sacramento, CA 95814
ramrhein@shra.org

If you have any questions concerning the SEZ process, please call Geoffrey Ross, Redevelopment Manager at (916) 440-1357. If you have any questions concerning the Negative Declaration, please call Shelly Amrhein at (916)440-1312.

No public hearing has been scheduled at this time.

SACRAMENTO HOUSING AND REDEVELOPMENT AGENCY NEGATIVE DECLARATION

Pursuant to Division 6, Title 14, Chapter 3, Article 6, Sections 15070 and 15071 of the California Administrative Code and pursuant to the Procedures for Preparation and Processing of Environmental Documents adopted by the Sacramento Housing and Redevelopment Agency pursuant to Resolution Number 2007-042, the Environmental Coordinator of the Sacramento Housing and Redevelopment Agency of Sacramento County, State of California, does prepare, make, declare, publish, and cause to be filed with the County Clerk of Sacramento County, State of California, this Negative Declaration. The Project is described as follows:

1. **PROJECT TITLE AND SHORT DESCRIPTION: Sacramento Enterprise Zone (SEZ).** The SEZ would establish an economic development plan to provide quality employment opportunities for targeted individuals, increase per capita income, reduce unemployment, and encourage economic investment in distressed commercial and industrial areas. Enterprise zones provide a variety of state tax incentives to performance-based tax credits and incentives to enterprise zone businesses to enhance economic investment and job creation within the application area.
2. **PROJECT LOCATION AND ASSESSOR'S PARCEL NUMBER:** The approximately 31,899-acre SEZ project area is located within portions of the City and County of Sacramento and the City of Rancho Cordova. The boundaries of the proposed SEZ extend over large portions of existing industrial areas in northern, southern, and eastern Sacramento County.
3. **PROJECT PROPONENT:** Sacramento Housing and Redevelopment Agency
4. **SAID PROJECT WILL NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT FOR THE FOLLOWING REASONS:**
 - a. It does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.
 - b. It does not have the potential to achieve short-term, to the disadvantage of long-term, environmental goals.
 - c. It will not have impacts that are individually limited, but cumulatively considerable.
 - d. It will not have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly.
5. As a result thereof, the preparation of an Environmental Impact Report pursuant to the Environmental Quality Act (Division 13 of the Public Resources Code of the State of California) is not required.
6. Mitigation measures were not made a condition of the approval of the project.

This Initial Study has been performed by SHRA in support of this Negative Declaration. For additional information, contact SHRA AT 801 12th Street, Sacramento, California 95814, attention Rochelle Amrhein, Environmental Coordinator, (916) 440-1312.

Sacramento Housing and Redevelopment Agency
Sacramento County, State of California



Rochelle Amrhein, Environmental Coordinator
Sacramento Housing and Redevelopment Agency

July 27, 2010
Date

SACRAMENTO ENTERPRISE ZONE INITIAL STUDY

Sacramento Housing and Redevelopment Agency



INVESTING IN COMMUNITIES

Prepared for:

*Sacramento Housing and Redevelopment Agency
801 12th Street, Sacramento, CA 95814*

*Contact: Geoffrey Ross, Redevelopment Manager
(916) 440-1357
gross@shra.org*

Prepared By:

THE ERVIN CONSULTING GROUP
*8561 Almond Bluff Court
Orangevale, California 95662-4419
916-989-0269*

Date: July 27, 2010

SACRAMENTO ENTERPRISE ZONE INITIAL STUDY

This Initial Study has been prepared by the Sacramento Housing and Redevelopment Agency (SHRA), 801 12th Street, Sacramento, CA 95814, pursuant to Title 14, Section 15070 of the California Code of Regulations (CCR); and the Local Environmental Procedures adopted by SHRA.

ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into the following sections:

SECTION I - BACKGROUND: Page 1 – Provides summary background information about the project name, location, sponsor, and the date this Initial Study was completed.

SECTION II – EXECUTIVE SUMMARY: Page 3 - Includes a Summary of the Project Description and environmental analysis.

SECTION III - PROJECT DESCRIPTION: Page 5 – Includes a detailed description of the proposed project.

SECTION IV - ENVIRONMENTAL CHECKLIST AND DISCUSSION: Page 17 – Contains the Environmental Checklist form together with a discussion of the checklist questions. The Checklist Form is used to determine the following for the proposed project: 1) Potentially Significant Impacts, which identifies impacts that may have a significant effect on the environment, but for which the level of significance cannot be appropriately determined without further analysis, in an Environmental Impact Report (EIR), 2) Potentially Significant Impacts Unless Mitigated, which identifies impacts that could be mitigated to have a less-than-significant impact with implementation of mitigation measures, and 3) Less-than-significant Impacts, which identifies impacts that would be less-than-significant and do not require the implementation of mitigation measures.

SECTION V - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: Page 73 – Identifies which environmental factors were determined to have either a Potentially Significant Impact or Potentially Significant Impact Unless Mitigated, as indicated in the Environmental Checklist.

SECTION VI - DETERMINATION: Page 75 - Identifies the determination of whether impacts associated with development of the proposed project are significant, and what, if any, added environmental documentation may be required.

SECTION VII - REFERENCES CITED: Page 77



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SECTION I – BACKGROUND

File Number, Project Name: Sacramento Enterprise Zone (SEZ)

Project Location: The approximately 31,899-acre SEZ project area (SEZ areas) is located within portions of the City and County of Sacramento and the City of Rancho Cordova. The boundaries of the proposed SEZ extend over large portions of existing industrial areas in northern, southern, and eastern Sacramento County.

Project Applicant: Sacramento Housing and Redevelopment Agency
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Project Planner: Geoffrey Ross
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Date Initial Study Completed: July 27, 2010

SECTION II – EXECUTIVE SUMMARY

Under State law, there are forty-two enterprise zones in California, including the three in Sacramento County. Four of the current forty-two enterprise zones, including Florin Perkins and Sacramento Army Depot, terminated in 2009. As a result, the HCD opened an application process for designations to fill these slots, as established by enterprise zone regulations (California Code of Regulations, Title 25, Subchapter 21, Article 1-13, and statutes, Government Code Sections 7070, et seq).

The City and County of Sacramento and SHRA identified a continuing need for enterprise zone tools in the Sacramento area, and are applying for a new enterprise zone designation combining the three zones into one and expanding territory to include new eligible areas, including areas in the City of Rancho Cordova. The new zone designation will assist the Cities of Sacramento and Rancho Cordova and Sacramento County (Cities and County) to continue to attract and retain businesses in Sacramento, and allow local businesses to continue to receive state tax incentives when they create jobs and make new investments in the surrounding area for the next 15 years.

The proposed Sacramento Enterprise Zone (SEZ) would combine the three existing enterprise zones, and expand territory to include new eligible areas, including areas in the City of Rancho Cordova. The proposed SEZ extends over approximately 31,899-acres of existing industrial areas in northern, southern, and eastern Sacramento County, connected by major roadways within the Cities and County. SEZ boundaries include areas that have been generally identified as a depressed and blighted area in numerous plans and strategies. The Cities and the County consider the designation of the areas as an enterprise zone as necessary to attract private sector investment to the area. The overall objectives of the proposed SEZ are to:

- Increase employment opportunities for local residents and targeted individuals
- Reduce poverty and unemployment
- Increase per capita and household income
- Retain and foster existing businesses
- Attract new businesses to the community

The SEZ would establish an economic development plan to provide quality employment opportunities for targeted individuals, increase per capita income, reduce unemployment, and encourage economic investment in distressed commercial and industrial areas.

The Enterprise Zone Program is a long-term (15-year) partnership between local governments and private companies to generate new private sector investment and growth. Enterprise zones provide a variety of state tax incentives to performance-based tax credits and incentives to enterprise zone businesses to enhance economic investment and job creation within the application area.

SECTION III – PROJECT DESCRIPTION

PROJECT LOCATION

The approximately 31,899-acre SEZ area is located within portions of the City and County of Sacramento and the City of Rancho Cordova (Figure 1, page 6).

The boundaries of the proposed SEZ are identified in Figure 2 on page 7. The proposed SEZ extends over large portions of existing industrial areas in northern, southern, and eastern Sacramento County, connected by major roadways. The project proposes to combine the three existing enterprise zones, and expand territory to include new eligible areas, including areas in the City of Rancho Cordova.

PROJECT BACKGROUND

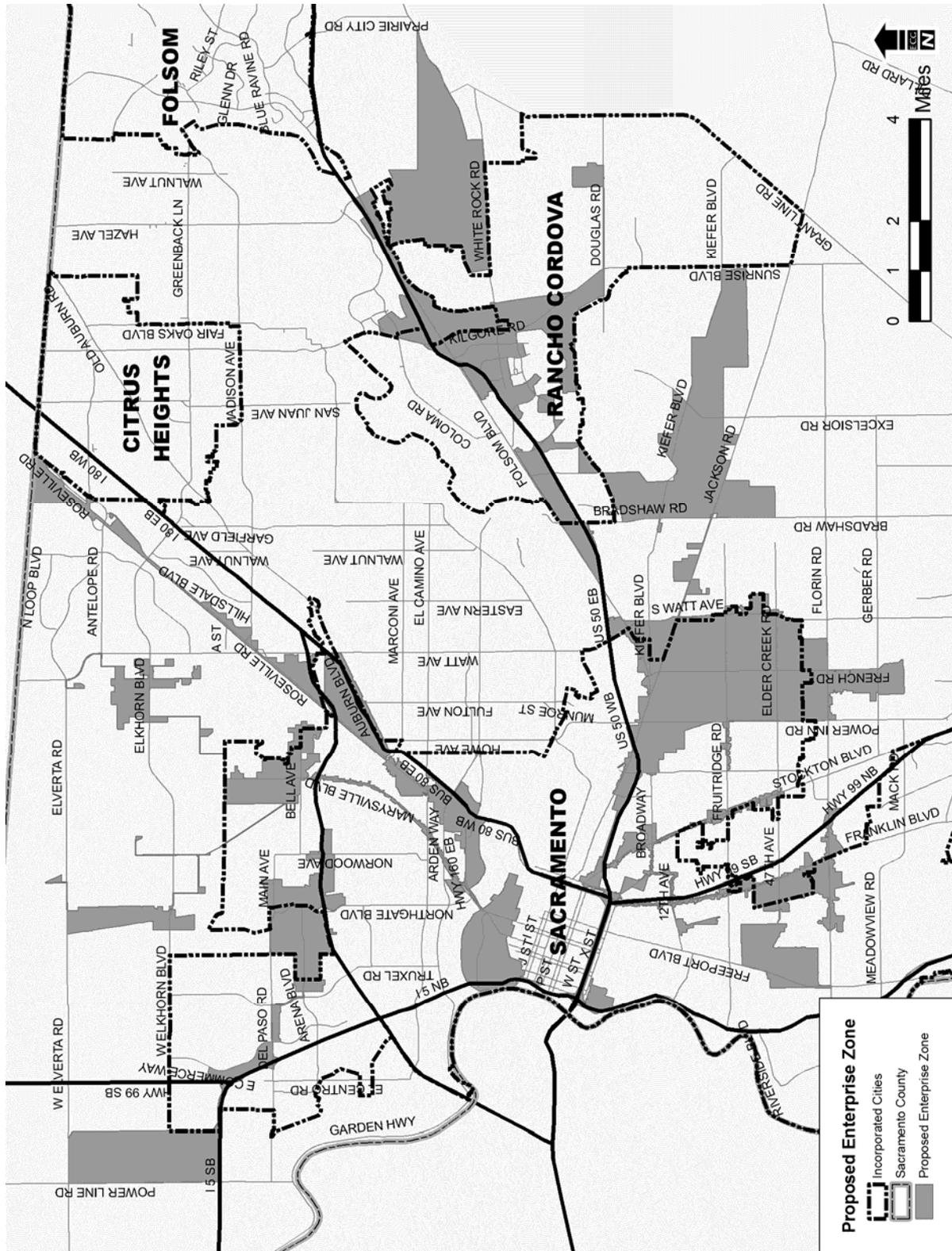
The California Enterprise Zone Act was signed into law on March 20, 1984. The bill established a mechanism to stimulate private investment and business growth in distressed areas of California by providing State tax credits and other incentives, and relaxing regulatory controls in approved enterprise zones.

State designated enterprise zones provide an economic development tool for business attraction, retention, and job creation. It is the largest economic incentive program in the State of California. The purpose of the program is to enhance economic investment in distressed commercial and industrial areas and facilitate job creation and incentives for hiring from targeted groups with barriers to employment. Businesses within these areas can take advantage of a variety of state tax and other incentives that are not available to businesses outside the zone.

SHRA has administered the Enterprise Zone Program, as well as the Local Area Military Base Recovery Area (LAMBRA) in Sacramento County since 1986. Sacramento currently has three enterprise zones including the Northern Sacramento, Florin Perkins, and the Sacramento Army Depot. The Northern Sacramento Enterprise Zone (NSEZ) was designated in 2006. These zones incorporate sections of key industrially zoned land, older commercial strips, and portions of redevelopment areas in both the City and County.

SHRA has utilized the Enterprise Zone Program as a way to assist and improve communities in Sacramento. The existing Enterprise Zone Program is considered to be an effective tool in contributing to the economic development within Sacramento County in traditionally blighted and economically depressed areas. Two key indicators have shown significant improvement under the Enterprise Zone Program:

1. The three Sacramento enterprise zones vouchered approximately 4,524 employees between 2002 and 2008, with an hourly wage rate of \$11.00; 22% of these employees applied under the low-income category.
2. Between 2003 and 2004, property tax revenue for all three zones increased 11% to approximately \$1.95 million.



Source: The Ervin Consulting Group, 2010

FIGURE 2
PROPOSED ENTERPRISE ZONE

The table below shows the acreages of each zone at their designation dates as well as expansion territory acreage (ac) and timeline.

**TABLE 1
ENTERPRISE ZONE DESIGNATION DATES AND SIZES**

Enterprise Zone	1986	1992	1994	2000	2006	2008	Total
Northgate/Norwood (expired 2006)	1,440 ac	216 ac		94 ac			1,730 ac
Northern Sacramento					4,010 ac		4,010 ac
Florin Perkins	4847 ac	727 ac		242 ac			5,816 ac
Sacramento Army Depot			485 ac			62 ac	547 ac

Enterprise zones were originally designated for 15 years. In 1998, AB 2798 authorized the California Trade and Commerce Agency (TCA) to extend the life of any enterprise zone designated prior to 1990 for an additional five years, for a total of 20 years. The TCA is a defunct agency and the EZ program is now under the purview of the State Department of Housing and Community Development (HCD). The Northgate/Norwood EZ expired in October 2006, but the majority of its territory is included in the new NSEZ.

Under State law, there are forty-two enterprise zones in California, including the three in Sacramento County. Four of the current forty-two enterprise zones, including Florin Perkins and Sacramento Army Depot, terminated in 2009. As a result, the HCD opened an application process for designations to fill these slots, as established by enterprise zone regulations (California Code of Regulations, Title 25, Subchapter 21, Article 1-13, and statutes, Government Code Sections 7070, et seq).

The City and County of Sacramento and SHRA identified a continuing need for enterprise zone tools in the Sacramento area, and are applying for a new enterprise zone designation combining the three zones into one and expanding territory to include new eligible areas, including areas in the City of Rancho Cordova. The new zone designation will assist the Cities and County to continue to attract and retain businesses in Sacramento, and allow local businesses to continue to receive state tax incentives when they create jobs and make new investments in the surrounding area for the next 15 years.

SEZ AREAS SETTING

These proposed SEZ areas include much of the industrial, heavy commercial and commercial zones in Sacramento County, including unincorporated areas and areas within the Cities of Sacramento and Rancho Cordova. Both older industrial/commercial areas and new industrial and commercial/warehouse areas have been included. Primary General Plan designations within the proposed SEZ areas include industrial, heavy commercial, or warehouse, urban transit-oriented development (TOD) and commercial (Figure 3, page 9).

The Eligible Areas (Figure 4, page 10) surrounding the proposed SEZ areas are generally characterized by an older housing stock. Many of the units are in a deteriorated, substandard condition – reflecting the depressed economic status of the area residents – and are suffering from a high number of foreclosures.

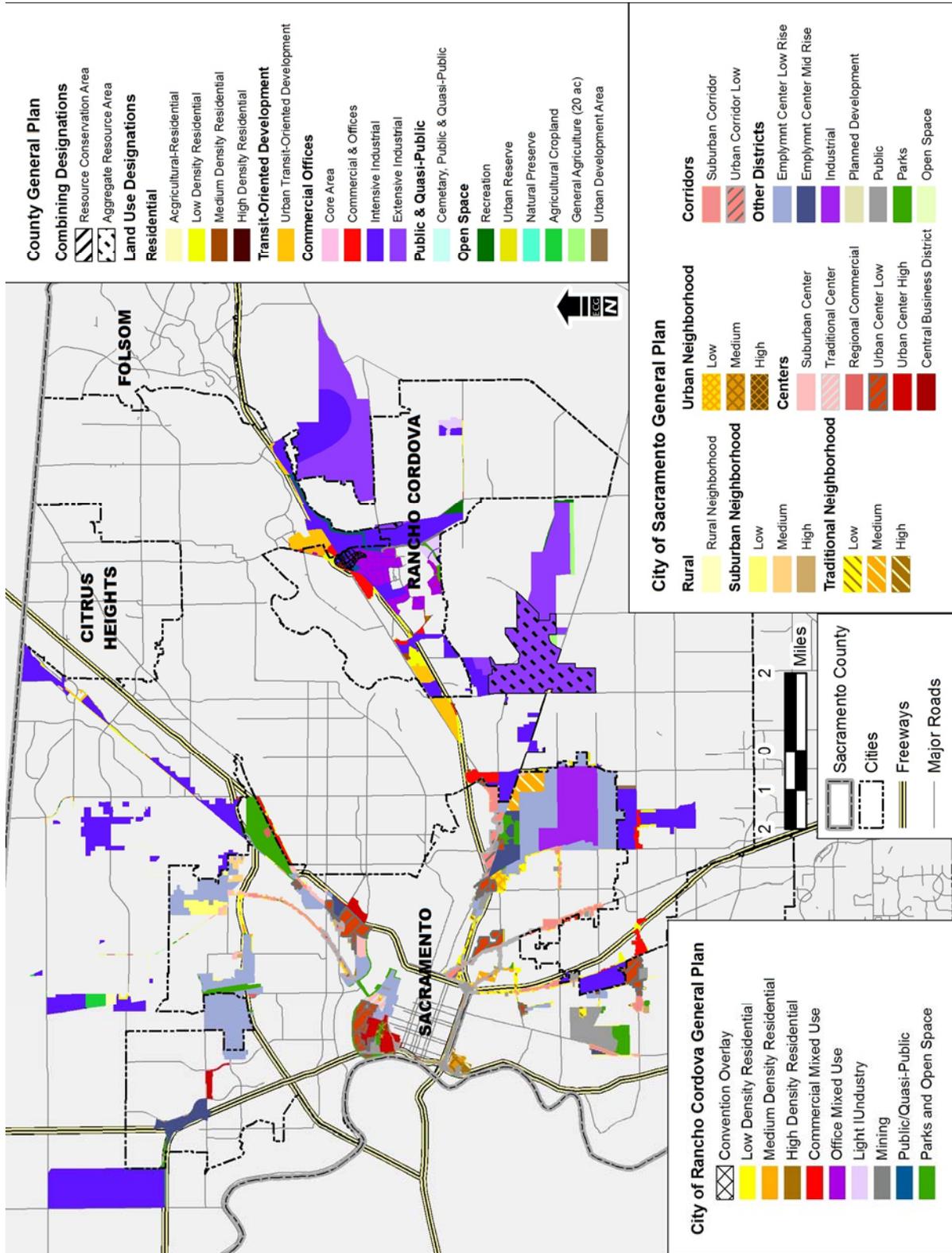
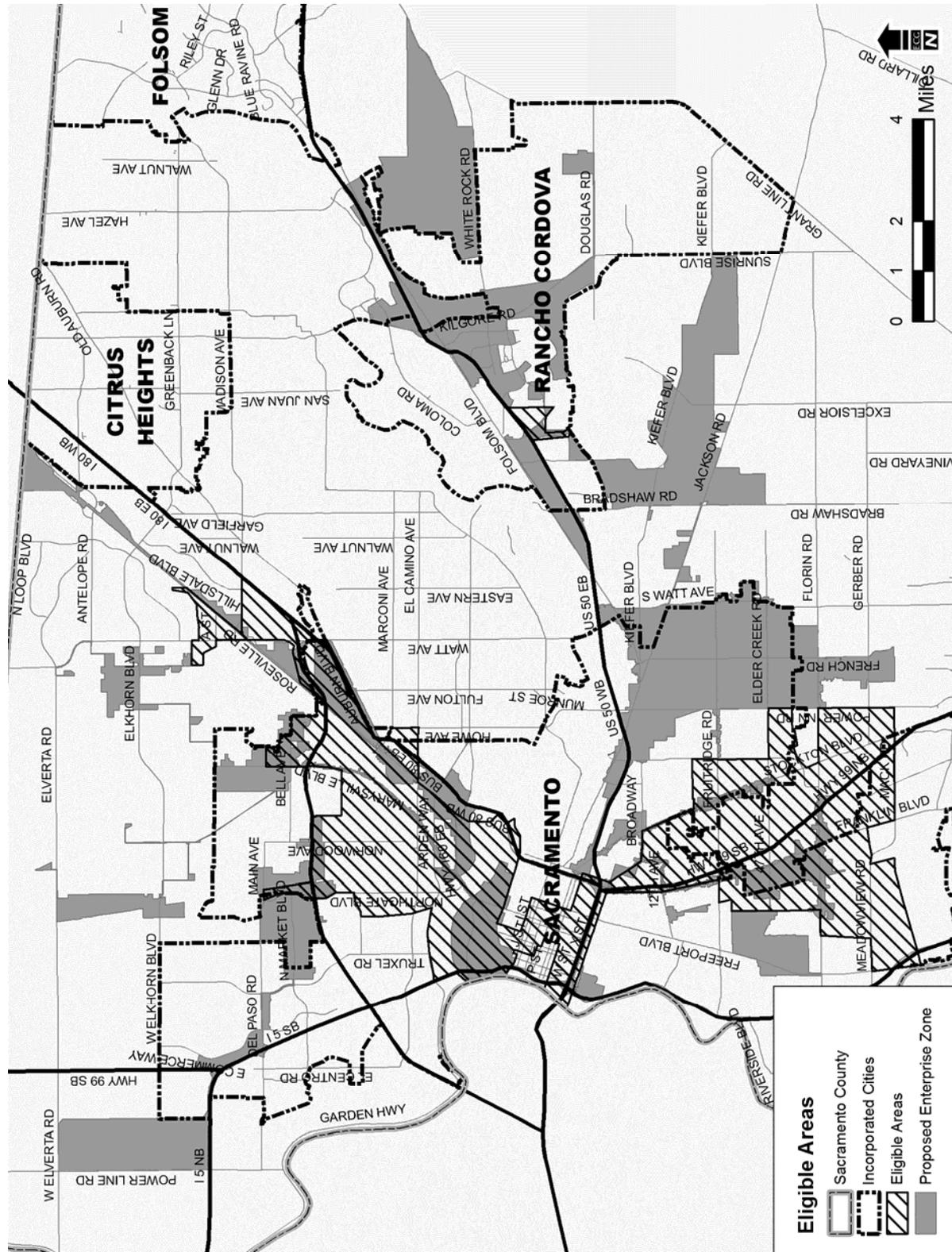


FIGURE 3
GENERAL PLAN DESIGNATIONS



Source: The Ervin Consulting Group, 2009

FIGURE 4
ELIGIBLE AREAS

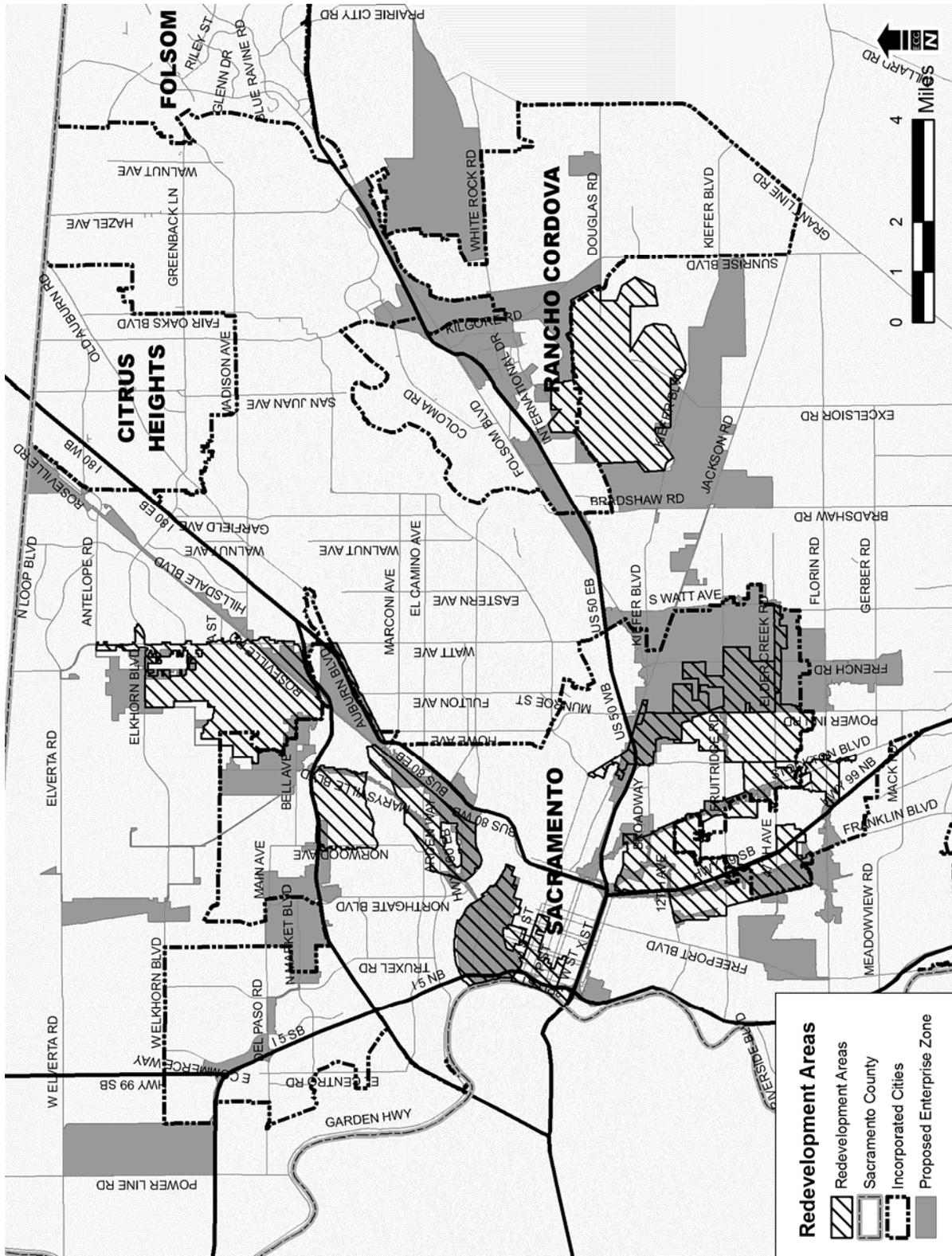
REDEVELOPMENT SEZ AREAS

Portions of the proposed SEZ are located within nine redevelopment areas (Figure 5, page 6).

- Marysville Boulevard between I-80 and Arcade Creek, and the I-80 area around Display Way and Norwood Avenue are located within the Del Paso Heights Redevelopment Area.
- Portions of Del Paso Boulevard before it transitions to Marysville Boulevard, the Commerce Circle area south of Highway 160 to the American River, and the Academy Industrial Area are located within the North Sacramento Redevelopment Area.
- The Downtown portion encompasses most of the River District and Railyards Redevelopment areas.
- The Auburn Boulevard area is included in the Auburn Boulevard Redevelopment Area.
- The majority of the Army Depot Sub Area is in the Army Depot Redevelopment Area.
- The Florin Perkins Sub Area included portions of four redevelopment areas: 65th Street Redevelopment Area, Oak Park Redevelopment Area, Franklin Boulevard Redevelopment Area, and the Stockton Boulevard Redevelopment Area.

The incentives associated with the proposed SEZ are compatible with the goals of the redevelopment areas located within portions of the proposed SEZ. These goals generally include the following:

1. The elimination and prevention of the spread of blight and deterioration and the conservation, rehabilitation, and redevelopment of the SEZ areas in accordance with the General Plan, specific plans, the redevelopment plan, and local codes and ordinances.
2. The promotion of new and continuing private sector investment within the SEZ areas to prevent the loss of and to facilitate the capture of commercial sales activity.
3. The achievement of an environment reflecting a high level of concern for architectural, landscape, and urban design objectives of the redevelopment plan.
4. The consolidation of facilities of the providers of social services within the SEZ areas to achieve compatibility with commercial development and to more effectively serve the population.
5. The retention and expansion of as many existing businesses as possible by means of redevelopment and rehabilitation activities and by encouraging and assisting the cooperation and participation of owners, businesses, and public agencies in the revitalization of the SEZ areas.
6. The provision for increased sales, business license, and other fees, taxes, and revenue to the City or County of Sacramento, or City of Citrus Heights.
7. The creation and development of local job opportunities and the preservation of the area's existing employment base.
8. The replanning, redesign, and development of areas which are stagnant or improperly utilized.



Source: The Ervin Consulting Group, 2009

FIGURE 5
REDEVELOPMENT AREAS

9. The elimination or amelioration of certain environmental deficiencies, such as substandard vehicular circulation systems; inadequate water, sewer, and storm drainage systems; insufficient off-street parking; and other similar public improvements, facilities, and utilities deficiencies adversely affecting the SEZ areas.
10. The expansion of the community's supply of housing (inside and outside the SEZ areas), including opportunities for low- and moderate-income households.
11. The reduction of the annual costs of the provision of local services to and within the SEZ areas.

PROJECT OBJECTIVES

The proposed SEZ boundaries include areas that have been generally identified as a depressed and blighted area in numerous plans and strategies. The Cities and the County consider the designation of the areas as an enterprise zone as necessary to attract private sector investment to the area. The overall objectives of the proposed SEZ are to:

- Increase employment opportunities for local residents and targeted individuals
- Reduce poverty and unemployment
- Increase per capita and household income
- Retain and foster existing businesses
- Attract new businesses to the community

The SEZ would establish an economic development plan to provide quality employment opportunities for targeted individuals, increase per capita income, reduce unemployment, and encourage economic investment in distressed commercial and industrial areas.

The Enterprise Zone Program is a long-term (15-year) partnership between local governments and private companies to generate new private sector investment and growth. Enterprise zones provide a variety of state tax incentives to performance-based tax credits and incentives to enterprise zone businesses to enhance economic investment and job creation within the application area. The objectives of the California State Enterprise Zone Program include:

- Stimulate business and industrial growth in depressed areas of the state
- Help attract business into the state
- Help retain and expand business and industry
- Create increased job opportunities for all Californians
- Promote Smart Growth by revitalizing chronically deteriorated areas
- Hire the most difficult-to-hire residents in private sector jobs
- Retain, expand, and reward businesses that participate in these objectives

PROPOSED PROJECT CHARACTERISTICS

The proposed project is the adoption and implementation of the SEZ for the SEZ areas described above. An enterprise zone consists of the application area, comprised of industrial and commercial areas where incentives are provided to businesses located within the SEZ areas boundaries, and the eligible area it is linked to – which contains higher than usual unemployment and poverty rates or low per capita and household incomes. SHRA will submit an application to the HCD for adoption of the SEZ; upon final approval of the application, the City and County of Sacramento, the City of Rancho Cordova, and the

Sacramento Employment and Training Agency (SETA) will implement the programs identified below.

ENTERPRISE SEZ AREAS

The SEZ areas includes all three existing Sacramento enterprise zones, new territory in the City and County of Sacramento consisting of mainly industrial areas, and new territory in the City of Rancho Cordova.

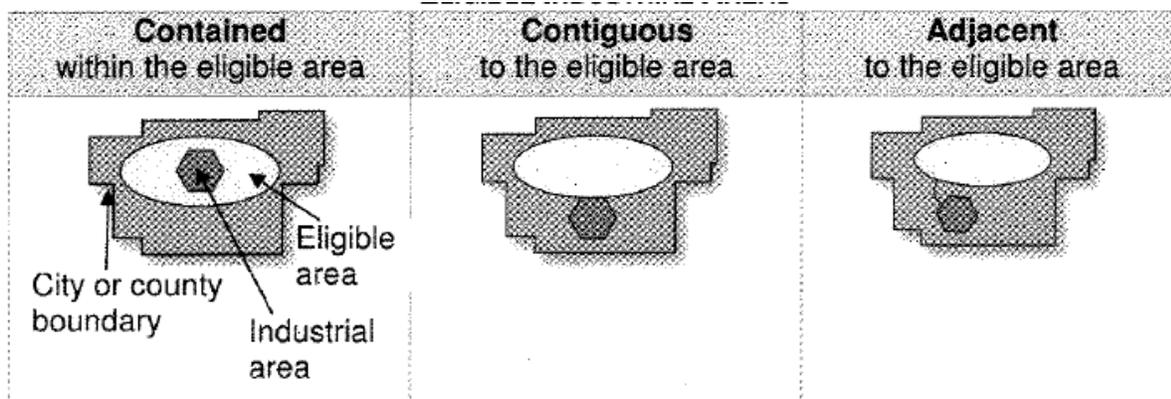
The diagram below, Figure 6, below, is from the Application Guidelines. It shows how the Application Area is comprised of:

- Eligible Area - the most distressed census tracts containing high rates of household poverty and unemployment
- Industrial (and commercial) areas and that can be expected to help improve economic conditions in the distressed census tracts

The SEZ is mostly comprised of the street ranges of the included commercial and industrial areas of the Application Area. Commercial and industrial zoned areas are contained, contiguous, adjacent, or non-contiguous to the Eligible Area.

An enterprise zone is a geographical area in which companies are eligible for exclusive state incentives and programs. The proposed SEZ areas consists primarily of industrial or commercial areas with a high potential for employment and growth and/or which require additional incentives for attracting employers. The proposed SEZ would specifically promote strategic development of vacant, underutilized, and infill land, especially along transportation and commercial corridors, to meet the objectives outlined above.

The proposed SEZ eligible area, of the application area, has been generally identified as a depressed and blighted area. The Cities and the County consider the designation of the area as an enterprise zone as necessary to attract private sector investment to the application area. The overall objectives of the proposed SEZ are to increase employment opportunities for local residents and targeted individuals, reduce poverty and unemployment, increase per capita and household income, retain and foster existing businesses, and attract new businesses to the community.



Source: Application Guidelines

FIGURE 6
ELIGIBLE INDUSTRIAL AREAS DIAGRAM

State incentives that are available to companies within an EZ include:

- Tax credits for sales and use taxes paid on qualified machinery purchases
- Tax credits for hiring qualified employees
- Interest deductions for lenders on loans to firms within the areas
- Fifteen-year net operating losses carry-forward
- Accelerated expense deduction
- Priority for various state programs, such as state contracts

The types of incentives that local jurisdictions provide may include, but are not limited to:

- Assistance in targeted employee training, recruitment, hiring, and vouchering
- Expedited permit processing, fee waivers, and reductions
- Redevelopment Agency-related incentives and financing
- Business-improvement districts
- Capital-improvement programs
- Business financing

Designation of the proposed SEZ would continue the availability of the provisions of the Employment and Economic Incentive Act for current enterprise zone businesses, and extend the benefits of the program to new areas of the Cities and County. The objectives of the proposed SEZ are to extend the benefits of an enterprise zone to the SEZ areas businesses, thereby improving the economic health of the SEZ areas, adjacent eligible areas, as well as the Cities, County, and region as a whole.

No land use or zoning changes are proposed as part of this designation. Successful application of incentives in the area could reduce economic barriers to growth allowed under the Cities' and the County's General Plans.

ELIGIBLE AREAS

An enterprise zone is linked to what is called an eligible area, which is an area that may have higher than usual unemployment and poverty rates or low per capita and household incomes compared to the rest of the region. Previous Figure 4 (page 10) identifies the Eligible Block Groups required by the application.

Enterprise zone eligibility is based on per capita income, unemployment level, poverty level, and household income. As noted above, the SEZ Eligible Areas are communities that are either 1) targeted for redevelopment efforts; and/or 2) meet the eligibility requirements for the enterprise zone and are considered economically depressed. The percentage of households within the proposed Eligible Area that are below the poverty level based on Census 2000 is approximately 30%, with an average area unemployment rate of more than 11%.

Job development and workforce education and training are key components of the SEZ. The proposed SEZ would create and maintain a broad range of employment opportunities accessible to all residents within the Eligible Area. The SEZ manager would work with local economic and workforce development organizations to connect targeted individuals with quality employment opportunities.

The Job Development and Vouchering Plan, a major component of the enterprise zone application, includes a Job Development Plan, Vouchering Plan, and Voucher Fee

Remittance Plan. The Job Development Plan provides a guide for directing workforce development activities such as targeted employee screening, training, and job-linkage services and service providers. The Plan also details the various workforce development organizations and agencies that work on workforce development, and it identifies the strategies and tools the enterprise zone manager and partner agencies and organizations can utilize for providing job development services for the unemployed and underemployed.

The Vouchering and Voucher Fee Remittance plans contain the policies and procedures for the operation of the vouchering program. The primary purpose of the Vouchering Plan is to ensure that vouchers are issued only for qualified employees. In addition, a core function of any enterprise zone is assisting businesses to find and hire qualified employees. The Agency has administered the Enterprise Zone Program for the City and County of Sacramento since the program was established. However, with this application cycle SHRA is transferring administration of the voucher application processing of the program to SETA and zone manager responsibility to the Cities of Sacramento and Rancho Cordova and the County of Sacramento. Additional administrative changes are being considered for the future. SHRA has a Voucher Fee Remittance system in place for monitoring, reporting, and safeguarding the vouchering process and remittance of fees to the HCD each month, which will be administered in the future by SETA.

INTENDED USES OF THE INITIAL STUDY

The Initial Study was initially submitted to the HCD as part of the enterprise zone application. The HCD is the state agency with final authority to approve or disapprove the enterprise zone application and, as such, is a responsible agency under California Environmental Quality Act (CEQA). The Cities and County will use the initial study for their adoption of the Sacramento Enterprise Zone.

SECTION IV - ENVIRONMENTAL CHECKLIST AND DISCUSSION

1. AESTHETICS

Would the proposal:

Issues	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact	No Impact
A) Have a substantial adverse effect on a scenic vista?			X	
B) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X	
C) Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
D) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

ENVIRONMENTAL SETTING

The SEZ consists of scattered industrial/commercial areas throughout the Cities and County. The zone and adjacent Eligible Areas have been generally identified as depressed and blighted. These areas are generally characterized by level topography, disjointed development with interspersed vacant parcels, and a mix of modern and older structures that often do not meet current code requirements. Some large areas of zoned industrial property remain vacant and graded but zoned for development, such as the area east of the Sacramento International Airport. Some areas are located adjacent to the America River Parkway Corridor, a designated Urban Wild and Scenic River.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, an impact is considered significant if the SEZ would:

- Have a substantial adverse effect on a scenic vista
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway
- Adversely alter the existing visual character or quality of the project area
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area

ANSWERS TO CHECKLIST QUESTIONS**Questions A through C**

There are no designated scenic vistas or highways located within the SEZ areas that would be affected by development encouraged by SEZ incentives. The American River Parkway (Parkway) viewshed is protected from encroachment from adjacent land uses through the American River Parkway Plan and the Central City Community Plan; since no change in land uses is proposed, there would be no impact on the Parkway. The SEZ project is consistent with the Cities and County objectives to eliminate blight and blighting influences that contribute to the disjointed and degraded visual quality of the SEZ areas.

The SEZ areas have been identified in the Cities and County general plans, community plans, and applicable redevelopment plans as an appropriate location for EZ incentives. Although vacant parcels could be encouraged to convert to development, altering the visual character of a specific area, these are urban infill parcels and new development would be consistent with surrounding uses and underlying zoning. New development encouraged by SEZ incentives would be required to meet current code and development standards, or upgrade existing properties to meet current standards. Extending economic incentives to businesses in the area would have a less-than-significant impact on scenic vistas or adopted view corridors, and would have a beneficial aesthetic effect as vacant and blighted infill properties are upgraded.

Question D

Development encouraged by the SEZ may result in some increases in light and glare from commercial/industrial lighting as new development occurs or vacant buildings become occupied. Because the area is already urbanized and designated for commercial and industrial development, the incremental increase in lighting associated with new development would be less than significant. Any development encouraged by SEZ incentives must install lighting in compliance with either the Cities' or the County's zoning ordinance standards. These standards ensure that all new lighting reduces light and glare in the project vicinity and that all exterior lighting would be directed away from and properly shielded to eliminate glare on existing land uses and roadways. Light and glare impacts would have a less-than-significant impact with adherence to either the Cities or County requirements.

FINDINGS

Impacts associated with aesthetics, light, and glare are ***less than significant***.

2. AGRICULTURE AND FORESTRY RESOURCES

Would the proposal:

Issues	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact	No Impact
A) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				x
B) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				x
C) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				x
D) Result in the loss of forest land or conversion of forest land to non-forest use?				x
E) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				x

ENVIRONMENTAL SETTING

The SEZ areas are located within the Cities and County, and are fully urbanized with urban uses and land use designations.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, implementation of the SEZ may have a significant adverse impact on agriculture and forestry resources if it would conflict with adopted agricultural policies or zoning, or result in the loss of forestry land.

ANSWERS TO CHECKLIST QUESTIONS

Questions A through E

The SEZ areas are located within an urbanized area generally zoned for industrial and commercial uses. The SEZ areas include several scattered parcels designated Agricultural Cropland or General Agriculture in the County General Plan land use map. This acreage was included as part of the SEZ to maintain the contiguous property between two industrially zoned areas. No development can occur on the agricultural land until the land

use designation is changed. Therefore, the proposed project would have *no effect* on agricultural resources or operations.

FINDINGS

The proposed SEZ would be consistent with adopted land use designations and policies for the SEZ areas, and would have ***no effect*** on agriculture or forestry resources.

3. AIR QUALITY

Would the proposal:

Issues	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact	No Impact
A) Conflict with or obstruct implementation of the applicable air quality plan?				X
B) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
C) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	
D) Expose sensitive receptors to substantial pollutant concentrations?			X	
E) Create objectionable odors affecting a substantial number of people?			X	

ENVIRONMENTAL SETTING

The SEZ areas are located in the Sacramento Valley Air Basin (SVAB), which is bounded by the Sierra Nevada on the east and the Coast Range on the west. Prevailing winds in the SEZ areas originate primarily from the southwest. These winds are the result of marine breezes coming through the Carquinez Straits. These marine breezes diminish during the winter months, and winds from the north occur more frequently at this time. Air quality within the SEZ areas and the surrounding region is largely influenced by urban emission sources.

The SVAB is subject to federal, state, and local air quality regulations under the jurisdiction of the Sacramento Metropolitan Air Quality Management District (SMAQMD). The SMAQMD is responsible for implementing emissions standards and other requirements of federal and state laws. As there are minimal industrial emissions, urban emission sources originate primarily from automobiles. Home fireplaces also contribute a significant portion of the air pollutants, particularly during the winter months. Air quality hazards are caused primarily by carbon monoxide (CO), particulate matter (PM₁₀), and ozone (O₃), mainly as a result of motor vehicles.

Existing Attainment Status

The Federal Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) have designated the Sacramento region as a severe-15 nonattainment area for the 1997 8-hour ozone standard, with special requirements for the attainment of National Ambient Air Quality Standards (NAAQS). The designation took effect on June 4, 2010. The County attainment status is outlined in Table 2.

TABLE 2
AIR QUALITY STANDARDS ATTAINMENT STATUS FOR SACRAMENTO COUNTY

Parameter	California Standard	Federal Standard
Ozone (O ₃)	Non-Attainment Classification = Serious (1 hour and 8 hour Standards)	Non-Attainment Classification = Severe (8 hour Standard)
Particulate Matter-10 Micron (PM ₁₀)	Non-Attainment (24 hour Standard and Annual Mean)	Non-Attainment*, Classification = Moderate (24 hr std)
Carbon Monoxide (CO)	Attainment (1 hour and 8 hour Standards)	Attainment (1 hour and 8 hour Standards)

¹ SMAQMD considers a project that is less than significant for O₃ to be less than significant for the other standards, therefore only O₃, PM₁₀ and CO are listed for this analysis.

Source: SMAQMD, retrieved on June 10, 2010 from <http://www.airquality.org/aqdata/attainmentstat.shtml>

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, development projects are considered by SMAQMD to be cumulatively significant if the project requires a change in the existing land use designation (i.e., general plan amendment, rezone), and projected emissions (ROG, NO_x) of the proposed project are greater than the emissions anticipated for the site if developed under the existing land use designation.

ANSWERS TO CHECKLIST QUESTIONS

Question A

The proposed SEZ would provide incentives that could eliminate barriers to approved growth in existing industrial and commercial zones within the proposed SEZ boundaries, and allow development to proceed up to approved densities. Each development project as it is proposed over the life of the SEZ is subject to the applicable air quality plan that is current at the time each project is proposed.

SMAQMD is the agency responsible for preparing the Air Quality Attainment Plan (AQAP) for the County. The AQAP was prepared in 1991. The 1991 AQAP was designed to make progress toward attaining the state O₃ standard and contained preliminary implementation schedules for control programs on stationary sources, transportation, and indirect sources, and a vehicle/fuels program. In addition, SMAQMD has state implementation plans (SIPs) for Regional 8-hour ozone (2009) and Regional 1-hour ozone (1994); and is currently in the process of preparing a SIP for PM_{2.5}.

Projects that are induced by the SEZ will necessarily be consistent with all applicable air quality plans and would not conflict with or obstruct implementation of these plans.

Question B and C

The proposed SEZ would provide incentives that could eliminate barriers to growth in existing industrial and commercial zones within the proposed SEZ boundaries, and allow development to proceed up to approved densities. Development activities would result in additional auto related emissions over existing conditions relating to both construction and operations. Each development project as it is proposed over the life of the proposed SEZ is

subject to local permit requirements, and will be assessed against SMAQMD recommended significance standards for criteria pollutants.

With future development in the SEZ areas, air pollutants would be emitted by construction equipment and fugitive dust would be generated during grading and site preparation. Both of the Cities, the County, and SMAQMD regulate construction activities. Construction in the SEZ areas over the life of the proposed SEZ could include demolition of some structures and grading preparation for any new construction. PM₁₀ emissions, in the form of fugitive dust, would vary from day to day depending on the level and type of construction activity (demolition and grading), silt content of the soil, and prevailing weather. Phase I emissions from construction equipment (graders, back hoes, haul trucks, etc.) would generate PM₁₀, NO_x, and ROG emissions.

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

Phase II construction emissions are primarily associated with construction employee commute vehicles, asphalt paving operations, mobile construction equipment (bulldozers, forklifts, etc.), stationary construction equipment, and architectural coatings. Phase II construction emissions will principally be generated from diesel-powered mobile construction equipment as well as architectural coatings. Phase II construction emission mitigation measures involve the routine maintenance and tuning of all mobile and stationary powered construction equipment, as well as construction of employee commute vehicle trip reductions. Construction paving materials and coatings are required to conform to the rules outlined in SMAQMD Rule 453 and Rule 442 governing the manufacture and use of asphalt and architectural coatings. SMAQMD has not developed a threshold of significance for ROG from construction because ROG from architectural coatings can be regulated by SMAQMD Rule 442. However, because heavy-duty diesel construction equipment emits more NO_x than ROG, SMAQMD has developed a threshold for construction NO_x of 85 pounds-per-day.

Employee, customer, and/or delivery vehicle trips associated with new development would generate NO_x and ROG emissions, contributing to regional ambient O₃ concentrations, and would generate vehicular dust emissions that would contribute to regional ambient PM₁₀ concentrations. Additionally, the combustion of natural gas for space heating will contribute NO_x and ROG emissions.

The SEZ does not approve any specific development. It provides an incentive program to support industrial and commercial business, which could indirectly result in new construction within existing industrial/commercial areas. Any construction projects in the Cities and the County must comply with local ordinances and development review requirements. SMAQMD requires site-specific potential air quality impacts to be assessed and mitigated to the extent feasible at the project level, as new development is proposed over time in the SEZ areas. Potential impacts to sensitive receptors would be analyzed at the project level, depending on adjacent land uses and the proposed uses for a given site.

Question C

SMAQMD considers development projects to be cumulatively significant if the project requires a change in the existing land use designation (i.e., general plan amendment, rezone) and projected emissions (ROG, NO_x, or PM₁₀) of the proposed project are greater than the emissions anticipated for the site if developed under the existing land use designation. The proposed SEZ incentives would encourage infill development that is consistent with the existing land use designations and the Sacramento Area Council of Governments (SACOG) Regional Blueprint, thus no new impact on air quality would result from adoption of the proposed SEZ that was not previously considered when land uses were adopted. Therefore, implementation of the SEZ would not violate any air quality standard or contribute to an existing or projected air quality violation.

Question D

Portions of the proposed SEZ are located adjacent to Interstate 80 (I-80), Interstate 5 (I-5), Highway 160 (US 160), Highway 50 (US 50), Highway 99 (US 99), and the Capitol City Freeway (Business 80). These major transportation routes are traveled by heavy-duty trucks, as well as other motor vehicles. These trucks are a substantial source of diesel exhaust particulate matter (DPM), which the CARB has designated as a toxic air contaminant (TAC). In addition, motor vehicle emissions of criteria pollutants (primarily PM₁₀, CO, NO_x) can contribute to health effects, which have been found to be elevated near roadways. The CARB's Air Quality and Land Use Handbook states, "Air pollution studies indicate that living close to high traffic and the associated emissions may lead to adverse health effects beyond those associated with regional air pollution in urban areas." The Air Quality and Land Use Handbook cites several studies linking adverse respiratory health effects (e.g., asthma) to proximity to roadways with heavy traffic densities, where the distances between the roadway and the receptors were 300 to 1,000 feet. Other studies suggest that such impacts diminish with distance, and a substantial benefit occurs if the separation distance is greater than 500 feet. Accordingly, the CARB recommends the following:

- Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day

No sensitive land uses such as residential, hospitals, or active parks would be encouraged by SEZ incentives. Therefore, the proposed SEZ would have a less-than-significant impact on sensitive receptors.

Question E

Development encouraged by SEZ activities is expected to be commercial or light manufacturing development typical of the surrounding properties and is not expected to create objectionable odors for sensitive receptors. This impact would be *less than significant*.

FINDINGS

Impacts to air quality as a result of SEZ incentives would be *less than significant*.

4. BIOLOGICAL RESOURCES

Would the proposal:

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact	No Impact
A) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			x	
B) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?			x	
C) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			x	
D) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			x	
E) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			x	
F) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			x	

ENVIRONMENTAL SETTING

The SEZ areas primarily consist of heavily disturbed, developed Urban Land Habitat. Urban habitat exists within developed areas where pre-development vegetation has been removed and new species of plants have been introduced intentionally (ornamental species) or inadvertently (weeds). The SEZ areas are developed and surrounded by existing urban development; parcels contain existing structures and vacant parcels that have typically been graded. However, habitat does exist for some species of concern throughout the Cities and County.

Portions of the SEZ are located within two Habitat Conservation Plan areas: Natomas Basin HCP and the South Sacramento HCP. The HCPs outline details procedures and mitigation

requirements for all future development within those areas that mitigates potential development impacts to less-than-significance. The Natomas Basin HCP governs all portions of the City and County of Sacramento north of Interstate 80 and east of Interstate 5. The South Sacramento HCP, anticipated to be approved in 2010, will govern development activities in and around wetland resources in the County and City of Rancho Cordova south of Highway 50.

Threatened and Endangered Animals

The California Department of Fish and Game (CDFG) maintains a list of threatened and endangered species in California. State and federal laws protect the habitat of these species through the environmental review process. Several additional species are of special concern or candidates to make the protected list. The Sacramento County General Plan (1993), Conservation Element Background Report lists 20 special status species, including the Elderberry Longhorn Beetle, giant garter snake, burrowing owl, raptors, waterfowl, and other bird species (Table 15, Page 81), which are known to exist in the County.

Rare and Endangered Plants

The California Native Plant Society's (CNPS) inventory of rare and endangered vascular plants in California lists 10 species that have been found in the County – which are characterized as rare or endangered according to either federal, state, or CNPS definitions. Six species are vernal pool species. California Hibiscus is found along the Sacramento River and is severely threatened by channelization of the river. The Antioch Dunes Evening Primrose is extremely rare and known from only one site in Sacramento County.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, an impact would be significant if the SEZ would result in the following:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game (CDFG) or United States Fish and Wildlife Service (USFWS)
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFG or USFWS
- Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (CWA; including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan

ANSWERS TO CHECKLIST QUESTIONS***Questions A through F***

The SEZ does not approve any specific development. The SEZ would provide incentives to the expansion and development of industrial and commercial businesses within existing industrial and commercial areas, which could indirectly result in construction activities within these areas. It is unknown what type, size, or location of development might occur as a result of the SEZ, until applications for zone incentives are made. Any construction projects in the Cities and the County must comply with local ordinances and development review requirements, as well as the California and Federal Endangered Species Acts and applicable Habitat Conservation Plans. The Cities and the County must conduct site-specific CEQA reviews for all discretionary actions, thus potential biological impacts will be assessed and mitigated at the project level, as new development is proposed over time in the SEZ areas. When the land use designations were made, programmatic impacts were assessed and General Plan policies were adopted to protect biological resources. HCPs have been adopted to assure coordinated identification and mitigation of biological resources in all sensitive resource areas of the SEZ. Therefore, adoption of the SEZ would have a less-than-significant impact on biological resources.

FINDINGS

Adoption of the SEZ would have a ***less-than-significant impact*** on biological resources.

5. CULTURAL RESOURCES

Would the proposal:

Issues	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact	No Impact
A) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?			✗	
B) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?			✗	
C) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			✗	
D) Disturb any human remains, including those interred outside of formal cemeteries?			✗	

ENVIRONMENTAL SETTING

The Sacramento County General Plan Conservation Element Background Report identified the SEZ areas north of US-50 to I-80, and some areas near Elkhorn Boulevard as having generally moderate to high sensitivity for prehistoric archaeological resources. Both historic and prehistoric sites tend to be scattered throughout the County, although both can potentially be found in greater concentration along waterways. Areas that are likely or extremely likely to contain prehistoric sites include the Cosumnes River area, the American River area, and the Delta and Sacramento River areas. Historic sites tend to be concentrated in areas still inhabited such as the City of Sacramento, City of Folsom, the Delta, along old travel routes like the Jackson Highway, Central California Traction Railroad, and Southern Pacific Railroad routes and along river and stream beds.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, cultural resource impacts may be considered significant if the SEZ would result in one or more of the following:

- Cause a substantial change in the significance of a historical or archaeological resource as defined in CEQA Guidelines Section 15064.5
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature
- Disturb any human remains, including those interred outside of formal cemeteries

ANSWERS TO CHECKLIST QUESTIONS

Questions A through C

Development encouraged by SEZ activities may involve rehabilitation or demolition of commercial or industrial buildings over 50 years of age, and construction activities may encounter subsurface cultural resources. In the event that resources are encountered

during construction activities, the Cities and County General Plans contain goals and policies intended to protect cultural and historic resources. These include policies to protect existing structures over 50 years old, and to protect archaeological resources during construction activities. The SEZ areas are not known to contain paleontological resources. In addition, most SEZ areas have already been subject to extensive ground disturbance and development. Any superficial paleontological resources that may have existed at one time have likely been previously unearthed by past development or agricultural activities.

The SEZ does not approve any specific development. The SEZ would provide incentives to the expansion and development of industrial and commercial businesses within existing industrial and commercial areas, which could indirectly result in construction activities within these areas. It is unknown what type, size, or location of development might occur as a result of the SEZ, until applications for incentives are made. Any construction projects in the Cities and the County must comply with local ordinances and development review requirements. The cultural resources policies presented in current Cities and County general plans provide a framework to protect sensitive cultural resources within the SEZ. As part of the CEQA review process, a determination will be made as to whether a project-level cultural resource analysis is warranted (which could include, for example, a cultural records and literature search, pedestrian surveys, architectural analysis, extended phase one evaluations including subsurface testing programs, and/or data recovery operations). During future CEQA review of projects, any potential site-specific impacts on cultural resources would be identified, and any necessary avoidance or mitigation measures to reduce potential impacts would be recommended, as appropriate. There are no new impacts that would occur as a result of adoption of the SEZ. Therefore, adoption of the SEZ would have a less-than-significant impact on cultural resources.

Question D

Future construction activities resulting from SEZ projects could potentially encounter human remains from archaeological or historical archaeological contexts. Human burials, in addition to being potential archaeological resources, have specific provisions for treatment in Section 5097 of the California Public Resources Code (PRC) and Sections 7050.5, 7051, and 7054 of the California Health and Safety Code (HSC). The PRC details the process that must occur when Native American human remains are discovered. Explicit expectations and requirements of the Native American Heritage Commission (NAHC), the Most Likely Descendent (MLD), and the property owner are outlined for compliance with the law.

The NAHC is the agency that shall bring action to prevent damage to Native American burial grounds and/or places of worship. The NAHC is required to identify and notify the MLD of discovered Native American remains and recommend a treatment method within 48 hours. Additionally, the landowner is required to ensure that the burial is not disturbed after discovery and to consult with the MLD regarding treatment of the remains. In the instance that a MLD is not identified, or the MLD fails to make a recommendation regarding treatment of the remains, then the landowner is required to reinter the human remains as specified by the NAHC. The landowner is required to ensure that the site where remains are reinterred is protected from further and future disturbances. To protect these sites, the landowner is required to do one or more of the following:

1. Record the site with the commission or the appropriate Information Center.
2. Utilize an open-space or conservation zoning designation or easement.
3. Record a document with the county in which the property is located.

Compliance with Federal and State law and local policies and procedures will ensure a less-than-significant impact on human remains with implementation of the SEZ.

FINDINGS

Adoption of the SEZ would have a *less-than-significant* impact on cultural resources.

6. GEOLOGY AND SOILS

Would the proposal:

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact	No Impact
A) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			x	
ii) Strong seismic ground shaking?			x	
iii) Seismic-related ground failure, including liquefaction?			x	
iv) Landslides?			x	
B) Result in substantial soil erosion or the loss of topsoil?			x	
C) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			x	
D) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			x	
E) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				x

ENVIRONMENTAL SETTING

The SEZ areas are located within the Sacramento Valley portion of the Great Valley Geomorphic Province. The Great Valley is bordered to the north by the Cascade and Klamath Ranges, to the west by the Coast Ranges, to the east by the Sierra Nevada, and to the south by the Transverse Ranges. The Sacramento Valley was formed by subsidence as the valley filled with sediments and the Sierra Nevada rose by tectonic forces to the east. The Sacramento Valley is characterized by a thick heterogeneous sequence of alluvial materials derived from erosion of the adjacent Sierra Nevada to the east and the Coast Ranges to the west. These sedimentary rocks are mainly Cretaceous in age and were

deposited during numerous marine transgressions. The depths of the sediments vary from a thin veneer at the edges of the valley to depths exceeding 50,000 feet. Regionally, the sediments are heterogeneous and range from clay to gravel.

Seismic

There are no known active faults occurring in or adjacent to the County. During the past 150 years, there has been no documented movement on faults within the County, although the region has experienced numerous instances of ground shaking originating from faults located to the west and east. According to the Preliminary Map of Maximum Expectable Earthquake Intensity in California, prepared by the California Department of Mines and Geology, Sacramento is located near the border between the low and moderate severity zones, representing a probable maximum earthquake intensity of VII on the Modified Mercalli Scale. In Sacramento, the greatest intensity earthquake effects would come from the Dunnigan Hills fault, Midland fault, and the Foothill Fault System. The maximum credible earthquake for those faults is estimated at 6.5 on the Richter-scale.

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, impacts resulting from geologic or soil conditions are considered significant if the SEZ would introduce either geologic or seismic hazards by allowing the construction of projects on sites without protection against those hazards.

ANSWERS TO CHECKLIST QUESTIONS

Questions A, C, and D

Development occurring in the proposed SEZ, as encouraged by SEZ incentives, could be exposed to potentially damaging seismically-induced ground shaking. However, no known active faults occur in or adjacent to Sacramento County. During the past 150 years, there has been no documented movement on faults within Sacramento County, although the region has experienced numerous instances of ground shaking originating from faults located to the west and east. According to the Preliminary Map of Maximum Expectable Earthquake Intensity in California, prepared by the California Department of Mines and Geology, Sacramento is located near the border between the low and moderate severity zones, representing a probable maximum earthquake intensity of VII on the Modified Mercalli Scale. In Sacramento, the greatest intensity earthquake effects would come from the Dunnigan Hills Fault, Midland Fault, and the Foothill Fault System. The maximum credible earthquake for those faults is estimated at 6.5 on the Richter-scale. Building codes require that all new structures be designed to withstand this intensity level.

Any new development could be exposed to impacts from liquefaction of subsurface soils. Liquefaction of soils could result in partial or complete loss of support that could damage or destroy buildings or facilities. Liquefaction is the loss of soil strength due to seismic forces acting on water-saturated, granular material that leads to a quicksand condition generating various types of ground failure. The potential for liquefaction must account for soil types, soil density, and the groundwater table and the duration and intensity of ground shaking. Earthquakes of the magnitude expected to emanate from any of several nearby faults would be strong enough in the SEZ areas to induce liquefaction in susceptible sand layers.

The Cities and County have adopted policies as a part of their General Plan Health and Safety Elements that mitigate seismic related hazards, including liquefaction. These policies require that the jurisdictions:

- Protect levees and property from unacceptable risk due to seismic and geologic activity or unstable soil conditions to the maximum extent feasible
- Prohibit the construction of structures for permanent occupancy across faults
- Require reports and geologic investigations for multiple-story buildings
- Ensure the use of Uniform Building Code requirements that recognize state and federal earthquake protection standards in construction

Development in the SEZ areas would not occur across any currently identified fault. In addition, the Cities and County requires soils reports and geological investigations for determining liquefaction, expansive soils, and subsidence problems on sites for new multiple-story buildings as a condition of approval, and that such information be incorporated into the project design and construction to eliminate hazards. The policies listed above are required for new construction projects and reduce potential seismic impacts to less-than-significant levels.

Question B

The proposed SEZ could remove barriers to new construction, resulting in the excavation, displacement, backfill, and compaction of a significant amount of soil. Wind and water soil erosion could also occur. Proposed SEZ business incentives could also result in demolition of existing structures to accommodate new development encouraged by SEZ incentives, which would result in additional grading, compaction, and overcovering of exposed soils. Increases in the volume and rate of water runoff during construction may increase off-site soil erosion. Adequate on-site drainage facilities will be required at the project level. Soil erosion would be limited to the construction period of the proposed improvements. This impact would be temporary and would be controlled by standard grading practices. No significant impact is anticipated to occur due to required compliance with local ordinances.

Question E

Wastewater disposal in the SEZ areas is provided by the City of Sacramento Department of Utilities, the City of Rancho Cordova Public Works Department, and the Sacramento Area Sewer District, serving the unincorporated County. Future projects in the SEZ areas would connect to the existing wastewater system. Septic tanks or other alternative wastewater disposal systems are not used for industrial or commercial properties in the SEZ areas, thus adoption of the SEZ would have no impact related to soil hazards for such systems.

FINDINGS

The proposed project would result in **less-than-significant** impacts related to geology, soils, and seismicity.

7. GREENHOUSE GAS EMISSIONS

Would the proposal:

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact	No Impact
A) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✗	
B) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			✗	

ENVIRONMENTAL SETTING

This section provides a general discussion of global climate change and focuses on emissions from human activities that alter the chemical composition of the atmosphere. The discussion on global climate change and greenhouse gas (GHG) emissions is based upon the California Global Warming Solutions Act of 2006 (Assembly Bill (AB) 32), the 2006 Climate Action Team (CAT) Report to Governor Schwarzenegger and the Legislature, and research, information and analysis completed by the Intergovernmental Panel on Climate Change (IPCC), the EPA, CARB, as well SMAQMD guidance.

Global climate change refers to the change in the average weather of the earth that may be measured by changes in wind patterns, storms, precipitation, and temperature. Projected climate changes will likely impact California's public health through changes in air quality, weather-related disasters, and a possible increase in infectious disease. If extreme precipitation and severe weather events become more frequent, and if sanitation and water-treatment facilities have inadequate capacity or are not maintained, increases in infectious diseases may result (CalEPA, 2007).

Greenhouse Gas Emissions

GHGs are gases that trap heat in the atmosphere, analogous to the way a greenhouse retains heat. Common GHGs include:

- carbon dioxide (CO₂)
- methane (CH₄)
- nitrous oxide (N₂O)
- chlorofluorocarbons (CFCs)
- hydrofluorocarbons (HFCs)
- perfluorocarbons (PFCs)
- sulfur hexafluoride (SF₆)
- ozone (O₃)
- aerosols

Global atmospheric concentrations of CO₂, methane, and N₂O have increased markedly as a result of human activities since 1750 and now far exceed pre-industrial values determined from ice cores spanning many thousands of years.

The accumulation of GHGs in the atmosphere regulates the earth's temperature. Without the natural heat trapping effect of GHGs, the earth's surface would be about 34°C cooler (CAT, 2006). However, it is believed that emissions from human activities, specifically the

burning of fossil fuels for transportation and energy production, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations.

Individual GHGs have varying global warming potential and atmospheric lifetimes. The CO₂ equivalent (CO₂e) is a consistent methodology for comparing GHG emissions since it normalizes various GHG emissions to a consistent metric. The reference gas for global warming potential is CO₂ which has a global warming potential of one. By comparison, methane's global warming potential is 21. CO₂e is the mass emissions of an individual GHG multiplied by its global warming potential. Due to the scale of GHG calculations, one million metric tons (equal to one teragram [Tg]) of CO₂e is a common unit of measure, abbreviated MMTCO₂e or TgCO₂Eq.

REGULATORY SETTING

Climate change in the SEZ areas is under the jurisdiction of several agencies including the EPA, CARB, SCAQMD, and Sacramento Area Council of Governments' (SACOG). Each jurisdiction develops rules, regulations, policies, and/or goals to attain the goals or directives imposed upon them through legislation. The following is a brief summary of current climate change legislation and regulation applicable to the SEZ areas.

Federal

Endangerment and Cause or Contribute Findings for Greenhouse Gases under Section 202(a) of the Clean Air Act

On December 7, 2009, the Administrator of the EPA (Administrator) signed two distinct findings regarding GHGs under section 202(a) of the Clean Air Act:

- ***Endangerment Finding***
The Administrator finds that the current and projected concentrations of the six key well-mixed GHGs – CO₂, CH₄, N₂O, HFCs, PFCs, and SF₆ – in the atmosphere threaten the public health and welfare of current and future generations.
- ***Cause or Contribute Finding***
The Administrator finds that the combined emissions of these well-mixed GHGs from new motor vehicles and new motor vehicle engines contribute to the GHG pollution which threatens public health and welfare.

These findings do not themselves impose any requirements on industry or other entities. However, this action is a prerequisite to finalizing the EPA's GHG emission standards for light-duty vehicles, which is a joint rule including the Department of Transportation's proposed Corporate Average Fuel Economy (CAFE) standards, effective April 1, 2010.

Climate Change Action Plan

In October 1993, President Clinton announced his *Climate Change Action Plan*, with the goal of returning GHG emissions to 1990 levels by the year 2000. This was to be accomplished through 50 initiatives, relying on innovative voluntary partnerships between the private sector and government aimed at producing cost-effective reductions in GHG emissions.

State

California Code of Regulations Title 24

Although not originally intended to reduce GHG emissions, California Code of Regulations (CCR) Title 24 Part 6: California's Energy Efficiency Standards for Residential and

Nonresidential Buildings were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and incorporation of new energy efficiency technologies and methods. The latest amendments went into effect January 1, 2010. Energy efficient buildings require less electricity, and electricity production by fossil fuels results in GHG emissions. Therefore, increased energy efficiency results in decreased GHG emissions.

Executive Order S-3-05

California Governor Arnold Schwarzenegger announced on June 1, 2005 through Executive Order S-3-05, GHG emission reduction targets to reduce GHG emissions to 2000 levels by 2010, 1990 levels by 2020, and 80% below 1990 levels by 2050. Some literature equates these reductions to 11% by 2010 and 25% by 2020. The CAT Report to the Governor in 2006 contains recommendations and strategies to help ensure the targets in Executive Order S-3-05 are met.

California Assembly Bill 32

In 2006, the California State Legislature adopted the California Global Warming Solutions Act of 2006 (AB 32). AB 32 focuses on reducing GHG in California. GHG as defined under AB 32 include CO₂, methane, N₂O, HFCs, PFCs, and SF₆. AB 32 requires the CARB to adopt rules and regulations that would achieve GHG emissions equivalent to statewide levels in 1990 by 2020. AB 32 also charged the CARB with the task of developing, with public input, a plan for reducing GHG emissions and implementing that plan by January of 2012.

California Senate Bill 1078

SB 1078 establishes a renewable portfolio standard (RPS) for electricity supply. The RPS requires that retail sellers of electricity, including investor-owned utilities and community choice aggregators, provide 20% of their supply from renewable sources by 2010. In addition, electricity providers subject to the RPS must increase their renewable share by at least 1% each year.

California Senate Bill 97

SB 97 enacted in August 2007 direct the Governor's Office of Planning and Research (OPR) to propose CEQA Guidelines advising lead agencies how to mitigate the impacts of GHG emissions. OPR's amendments to the CEQA Guidelines became effective on March 18, 2010.

Senate Bill 375 - Redesigning Communities to Reduce Greenhouse Gases

SB 375 requires Metropolitan Planning Organizations (MPOs) to prepare a Sustainable Communities Strategy (SCS) within the Regional Transit Plan (RTP) that sets forth a vision for growth for the region while taking into account transportation, housing, environmental, and economic needs. The SCS will be the blueprint by which the region will meet its GHG emissions reductions target if there is a feasible way to do so. The MPOs also will be required to prepare an alternative planning strategy (APS) with alternative development patterns, infrastructure, or additional transportation measures or policies to meet identified targets.

Local

Sacramento Metropolitan Air Quality Management District

The SEZ areas are under the jurisdiction of the SMAQMD. The SMAQMD is responsible for implementing emissions standards and other air quality regulations governing activities in

the SEZ areas. The SMAQMD Board oversees policies and adopts regulations for the control of air pollution within the district.

SMAQMD has released GHG emissions reduction guidance in the latest update to its CEQA Guide to Air Quality Assessment. SMAQMD currently has no adopted thresholds or regulations regarding GHG emissions.

Sacramento Area Council of Governments

The SACOG Metropolitan Transportation Plan (MTP) Update (planned adoption in December 2011) would be the first SACOG plan to qualify as an SCS pursuant to SB 375. The current MTP for 2035 was adopted on March 20, 2008. SACOG is scheduled to release the Draft SCS and APS as part of its MTP 2035 Update in the winter of 2011.

ANSWERS TO CHECKLIST QUESTIONS

Question A

The proposed SEZ would provide incentives that could eliminate barriers to growth in existing industrial and commercial zones within the proposed SEZ boundaries and allow development to proceed up to approved densities. Each development project as it is proposed over the life of the proposed SEZ is subject to the applicable air quality plan that is current at the time each project is proposed. Growth induced by the SEZ will generate GHG emissions that may have a significant impact on the environment. However, over the life of the SEZ, several local and regional plans will likely become effective that will mitigate those emissions, such as the SCS required by SB 375. In addition, any attempt to quantify GHG from this potential development would be purely speculative as the size, location, or timing of any development that might be engendered by the SEZ is unknown at this time.

The proposed SEZ would encourage local businesses through incentives to hire employees from the local Eligible Areas. It may also encourage business to relocate into the SEZ boundaries. The overall effect of these incentives is unknown because of the likely increase in density and the direct affect on employee vehicle miles traveled (VMT). Hiring locally may result in a net reduction in regional VMT which would result in a net reduction in GHG emissions.

SACOG is currently working on their MTP 2035 to be consistent with SB 375 and contain a SCS and a separate APS. Any new development in the SEZ areas stemming from business relocating into the area is expected to be consistent with this SCS and APS. SMAQMD would consider any such consistent project to be less than significant for GHGs. Future new development assisted by the SEZ may also be subject to a Climate Action Plan (CAP). Many communities including cities, counties, and regions are creating CAPs that would give projects consistent with the CAP a less-than-significant impact determination.

While estimating future GHG emissions that could result from possible business assistance programs is highly speculative due to the uncertainty of potential development scenarios, any such development would necessarily be consistent with current and future regulations and with future GHG-reduction plans.

The SEZ would remove barriers to infill development by providing incentives for business to locate in these areas, thereby reducing regional VMT. Consistency with current and future regulations and future GHG-reduction plans and the inherent qualities of an enterprise zone as an incentive for economic revitalization and local employment provides the basis for determining that the SEZ will have a less-than-significant impact on GHG emissions.

Question B

Individual projects that the SEZ may assist could potentially conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. Such plans could include SACOG's MTP 2035 or a future City or County CAP. However, all individual projects will be subject to their own CEQA review. CEQA requires projects to implement all feasible mitigation measures for potentially significant environmental impacts. Because all projects undertaken that utilize the incentives of the SEZ will be subject to CEQA and applicable local or regional plans have yet to be adopted, the proposed project does not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs and the project's impact is considered *less than significant*.

FINDINGS

Consistency with current and future regulations and future GHG-reduction plans and the inherent qualities of an enterprise zone as an incentive for economic revitalization of infill areas and local employment provides the basis for determining that adoption of the SEZ will have a ***less-than-significant*** impact on GHG emissions.

8. HAZARDS AND HAZARDOUS MATERIALS

Would the proposal:

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact	No Impact
A) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✗	
B) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			✗	
C) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			✗	
D) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			✗	
E) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?			✗	
F) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?			✗	
G) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			✗	
H) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			✗	

ENVIRONMENTAL SETTING

The SEZ areas are predominately built-out areas containing a range of uses, including retail sales, office, warehouse, restaurants, open storage yards, industrial uses, automotive repair, landscaped areas, and vacant areas. Light industrial uses such as glass fabrication, machine shops, dry cleaners, and compressed gas manufacture are also present. Sources of contamination within the SEZ areas include both commercial and industrial uses. In

addition, existing structures for all types of land uses may contain asbestos, lead-based paint, and polychlorinated biphenyl oils (PCBs).

Hazardous materials stored at the on-site businesses or used in current on-site activities and operations include fuel in underground storage tanks (USTs), oil, waste oil, solvents, paints and thinners, pesticides, propane, welding gases, adhesives, printing materials, office materials, and business maintenance materials. In addition, the SEZ areas contain numerous transformers (both pole-mounted and pad-mounted) that are not anticipated to, but could contain PCBs. Ceiling and floor tile likely to contain asbestos has been observed in several buildings. Areas of older drywall can also be considered likely to contain asbestos in joint and surfacing plasters, but are only considered a hazard when they become friable.

Numerous sites in the SEZ areas have been identified by Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS), the California Environmental Protection Agency (Cal/EPA), or the State Water Resources Control Board (SWRCB) as having hazardous substance releases or leaking underground fuel tanks (LUSTs). In addition, many sites were identified by State and/or Federal databases as hazardous waste generators, UST permit holders, or as responsible parties who had successfully completed cleanup.

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, an impact is considered significant if the SEZ would expose people (e.g., residents, pedestrians, construction workers) to:

- Existing contaminated soil during construction activities
- Asbestos-containing materials (ACM)
- Existing contaminated groundwater during dewatering activities

ANSWERS TO CHECKLIST QUESTIONS

Questions A

Some designated uses within the proposed SEZ may use, store, or transport hazardous substances. The proposed SEZ itself would not result in an increase in unusual or unique risks of explosion or release of hazardous substances beyond that risk typical of commercial or industrial land uses that may be assisted with the proposed SEZ incentives. State law requires detailed planning to ensure that hazardous substances are properly handled, used, stored, and disposed of, and to prevent or minimize injury to human health or the environment in the event such substances are accidentally released. Federal laws, such as the Emergency Planning and Community-Right-to-Know Act of 1986 (also known as Title IH of the Superfund Amendments and Reauthorization Act, or SARA Title III) impose similar requirements.

Federal, state, and local requirements must be considered for any new business permit that would be located within one quarter mile of a school, prior to issuance of a permit for operation. The Hazardous Materials Release Response Plans and Inventory Law of 1985 (or the Business Plan Act) requires that a business that uses, handles, or stores hazardous substances prepare a plan, which must include:

- Details, including floor plans, of the facility
- An inventory of hazardous substances handled or stored
- An emergency response plan

- A training program in safety procedures and emergency response for new employees, including annual refresher courses

In addition, under the terms of State legislation passed in 1989, Assembly Bill (AB) 3777-LaFollette, the responsible local agency is to be provided with a Risk Management and Prevention Plan (RMPP). A RMPP is the sum total of programs aimed at minimizing acutely hazardous substance incident risks. This can include, but is not limited to:

- Systems safety review of design for new and existing equipment
- Safety evaluation of standard operating procedures
- System review for reliability, both human and equipment/facility
- Preventive maintenance procedures
- Risk assessment for failure of specific pieces of equipment or operating alternatives
- Emergency response planning
- Internal or external auditing procedures to ensure that safety programs and safety engineering controls are being executed as planned

In general, this law requires that users of hazardous chemicals include in their RMPPs a hazards operations analysis (HAZOP) to be performed, if specified quantities of approximately 30 acutely hazardous chemicals are used. In particular, the HAZOP must consider the off-site consequence of the release of any acutely hazardous substance, as defined. Should any toxic and/or flammable materials be proposed for any new commercial uses in the SEZ areas, a disclosure statement must be filed with the Sacramento County Environmental Management Department (SCEMD) – which includes a list of these materials, the maximum amounts anticipated, and how and where these materials are stored and used. The local fire department prepares an emergency plan, which contains this information, thereby minimizing the release of hazardous substances in the event of an explosion or fire and reducing potential impacts to a less-than-significant level.

Questions B and D

Due to the extensive historical use of the SEZ areas since as early as the 1850s, many generations of commercial and industrial activities may have been present at any one location. There are a number of locations where a cursory visual inspection would indicate the former presence of a service station, yet no record of the facility or any related chemical usage is available through a current regulatory database search. In addition to the obvious concerns posed by service stations (both past and present), dry cleaners, and large industrial facilities, particular care should be taken in scrutinizing the large number of automotive repair facilities. Hydraulic hoists, sumps, drains, and waste storage facilities are all potential items of concern. The same is true of the number of small metal fabrication/welding/manufacturing facilities.

The SEZ would provide incentives for the retention, expansion, and attraction of new business into the SEZ areas. Economic development activities may encourage the rehabilitation or reuse of older properties, as well as construction on vacant infill properties with historic industrial/commercial uses, that may result in the discovery of previously unidentified contaminated properties – or provide for reuse of identified, but not yet remediated sites. Historical uses that have created releases of hazardous substances or petroleum products may be masked by the present or recent uses of the property. As noted above, numerous investigations conducted in urbanized areas indicate a number of potentially hazardous contaminants may be present in soils beneath and around existing and historic structures.

Development activities could damage unidentified USTs with some remaining petroleum products that could result in the exposure of construction workers and result in associated significant adverse health effects. In addition, construction activity could uncover unknown sites of soil contamination that could result in the exposure of construction workers and result in associated significant adverse health effects.

Thorough examination of past property uses for projects involving demolition or reuse of older properties or construction on vacant land are typically required prior to demolition or construction. This examination conforms to the Phase I Environmental Site Assessment Process established by the American Society for Testing and Materials (ASTM - E1527-05), and includes a site reconnaissance, a review of regulatory databases, interviews with persons knowledgeable of the property, and a review of past property uses using appropriate historical sources.

The SEZ does not approve any specific development. The SEZ would provide incentives to the expansion and development of industrial and commercial businesses within existing industrial and commercial areas, which could indirectly result in new construction within these areas. It is unknown what type, size, or location of development might occur as a result of the SEZ, until applications for zone incentives are made. Any construction projects in the Cities and the County must comply with local ordinances and development review requirements. These adopted policies and requirements would ensure remediation of hazards during any demolition and construction activities would be handled appropriately. Programmatic impacts were assessed, and General Plan policies were adopted to ensure the appropriate handling of hazardous materials and mitigation of potential construction exposure during future construction activities. There are no new impacts that would occur as a result of adoption of the SEZ. Therefore, adoption of the SEZ would have a less-than-significant impact on hazards and hazardous materials.

Question C

Future projects resulting from the incentives of the SEZ could handle and/or store potentially hazardous materials within one-quarter mile of an existing or proposed school, although schools are rarely located next to industrial zoning. Construction activities would necessarily involve the utilization of diesel-powered trucks and equipment, which result in diesel emissions that have been determined to be health hazards. These impacts are discussed above in Section 3, Air Quality.

It is unknown what type, size, or location of development might occur as a result of the SEZ, until applications for zone incentives are made. Any construction projects in the Cities and the County must comply with local ordinances and development review requirements that would appropriately identify a project's proximity to a school site and potential impacts. Compliance with all applicable local, state, and federal laws, and regulations would be sufficient to regulate, control, or respond to hazardous waste, transport, disposal, or clean-up in order to ensure that hazardous materials do not pose a significant risk to nearby schools. The proposed SEZ would therefore result in a less-than-significant impact related to hazardous emissions or the handling of hazardous materials within the vicinity of the schools.

Question E and F

The proposed SEZ includes areas within the airport land use plans for Sacramento International Airport, McClellan Airport, Rio Linda Airport, Sacramento Executive Airport, and Mather Airport. Portions of the SEZ are also located within the approach-departure zones for McClellan, Sacramento Executive, and Mather Airports – as well as the clear zones for Sacramento Executive and McClellan Airports. The area within the clear zone for Sacramento Executive Airport includes only employment on the airport grounds. The clear zone designation for McClellan Airport is outdated and irrelevant for its current commercial air traffic, as it was created for heavy military aircraft. It is unlikely that the SEZ areas will still be within the McClellan clear zone when the land use plan is updated. There are no other private use airstrips located in the vicinity of the SEZ areas.

Any new development or employment within the airport land use plan areas assisted by the SEZ incentives would be required to be consistent with those plans. Therefore, the SEZ would not increase the exposure of people or structures to airport safety hazards and would therefore have a less-than-significant effect related to airport hazards.

Question G

The proposed SEZ would not interfere with either an adopted emergency response plan or an emergency evacuation plan. No routes used for emergency access and response would be adversely affected by SEZ business incentives.

Questions H

The proposed SEZ would not create an increased fire hazard for wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. The proposed SEZ areas are located in urban areas of the Cities and County. The proposed SEZ would, therefore, not remove barriers to development within areas subject to wildland fire hazards, and would therefore have a less-than-significant effect related to wildland fire risks or hazards.

FINDINGS

The proposed project would have a ***less-than-significant*** impact on the exposure of people to hazards and hazardous materials.

9. HYDROLOGY AND WATER QUALITY

Would the proposal result in or expose people to potential impacts involving:

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact	No Impact
A) Violate any water quality standards or waste discharge requirements?			✗	
B) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			✗	
C) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			✗	
D) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			✗	
E) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			✗	
F) Otherwise substantially degrade water quality?			✗	
G) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?			✗	
H) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?			✗	
I) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			✗	
J) Inundation by seiche, tsunami, or mudflow?				✗

ENVIRONMENTAL SETTING

Groundwater

The aquifer system underlying the County is part of the larger Central Valley groundwater basin. The American, Sacramento, and Cosumnes rivers, as well as other tributary streams, generally recharge the aquifer. Groundwater flow gradients vary widely within Sacramento County and generally mimic topography, with the steepest gradients in the foothills of the eastern portion of the County and shallower gradients in flat-lying areas in the central portion of the County.

Groundwater quality in the County is generally within the secondary drinking water standards for municipal use for levels of iron, manganese, arsenic, chromium, and nitrates. However, groundwater at various locations is contaminated with volatile organic compounds (VOCs) and petroleum as a result of activities associated with the aerospace industry, former railyards, and commercial uses – such as gas stations and dry cleaners. As a result of such contamination, groundwater at many locations may not be employed for beneficial uses.

Drainage

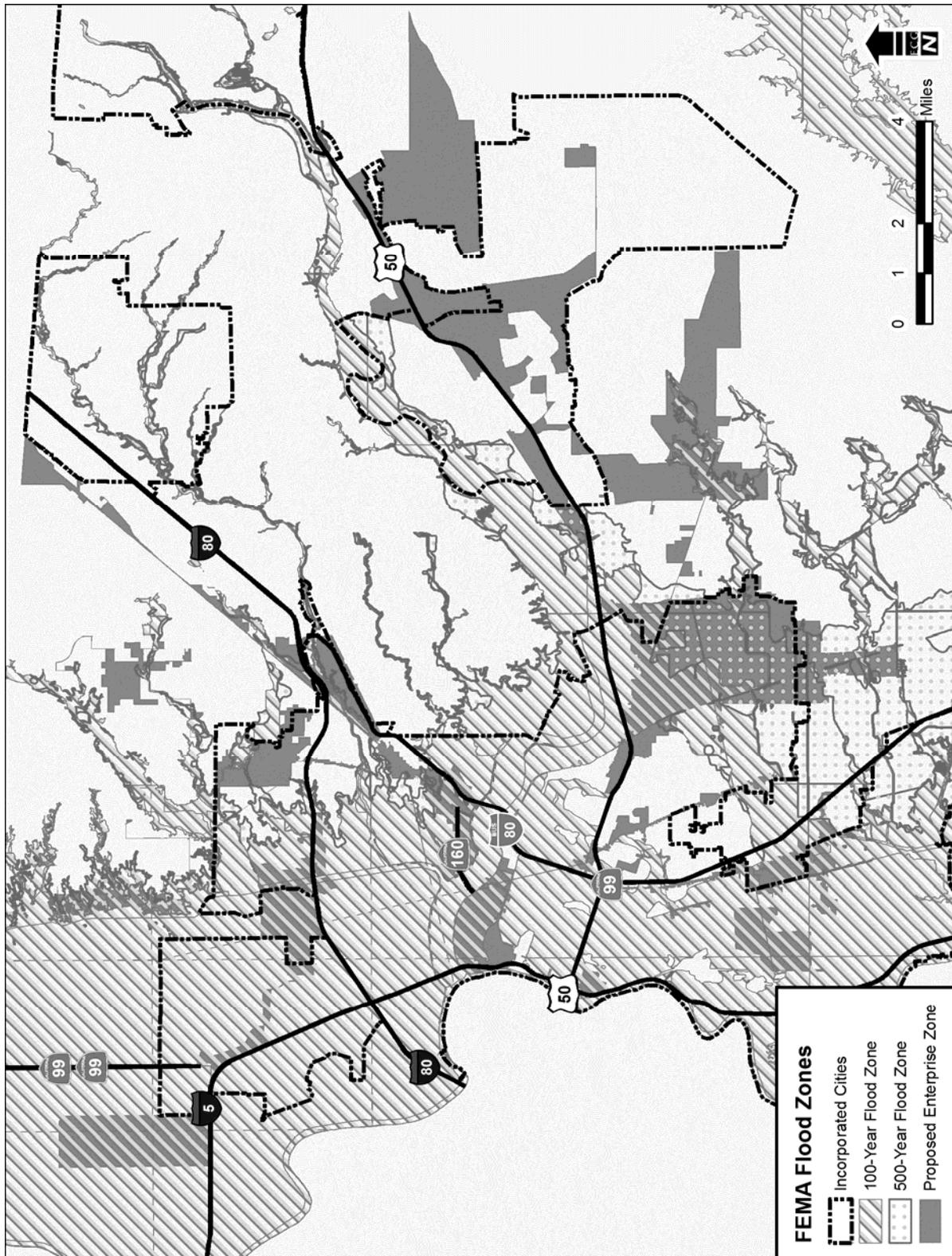
The SEZ areas are located within existing urbanized areas, although there are natural drainages and creeks scattered throughout the areas. The American River traverses the County from east to west, and the Sacramento River traverses the County from north to south. Six small tributaries of the Sacramento River pass through and provide drainage for the County. These tributaries are Dry Creek, Magpie Creek, and Arcade Creek in the northern portion of the County (north of the American River), and Morrison Creek, Elder Creek, and Laguna Creek in the southern portion of the County (south of the American River). Forty miles south of the Sacramento area, the Sacramento River joins the San Joaquin River, which drains into the San Francisco Bay.

The American River watershed encompasses approximately 1,900 square miles and is a tributary to the Sacramento River. The American River watershed is situated on the western slope of the Sierra Nevada mountain range, extending from the spine of the Sierra Nevada westward to the City of Sacramento. Folsom Dam, located on the American River, is owned and operated by the U.S. Bureau of Reclamation. Folsom Lake and its afterbay, Lake Natoma, release water to the lower American River and to the Folsom South Canal. The operation of Folsom Dam directly affects most of the water utilities on the American River system.

The County and Cities contain many natural and man-made drainage features that ultimately drain into the Sacramento River. In addition to those listed above, local surface water drainages or creeks such as Chicken Ranch and Strong Ranch Sloughs and Florin and Rio Linda Creeks are additional major natural drainages within the SEZ areas. Man-made drainage canals, such as the Natomas East Main Drain Canal and the East, West, and Main Drainage Canals provide drainage for a large portion of the urbanized areas of the City of Sacramento.

Flooding

The Federal Emergency Management Agency (FEMA) administers the National Flood Insurance Program (NFIP) and delineates areas subject to flood hazard on Flood Insurance Rate Maps (FIRMs) for each community participating in the NFIP. The FIRMs show the area subject to inundation by a flood that has a 1% chance or greater of being equaled or exceeded in any given year (Figure 7, page 46).



Source: The Ervin Consulting Group, 2010
Data: FEMA, 2009

FIGURE 7
FEMA FLOOD ZONES

On February 18, 2005, FEMA issued a Letter of Map Revisions (LOMR) to reflect the completion and certification of the American and Sacramento River Levees, completion of the construction of Folsom Dam, and resumption of operation of Folsom Reservoir. The LOMR redesignated the following areas from Zone A99 to Zone X:

- Downtown Sacramento
- East Sacramento
- Woodlake
- Oak Park
- Unincorporated areas of Sacramento County

Zone X areas are defined as “areas protected from the 100-year flood by levee, dike, or other structures subject to possible failure or overtopping during larger floods.” Other areas in the County remain designated Zone A99. These areas are located in the South Sacramento Streams Group floodplain, which encompass the Meadowview and Pocket communities.

The Sacramento Area Flood Control Agency (SAFCA) and the Department of Water Resources (DWR) have recognized that future flood damage reduction planning will require greater than the current 100-year flood protection. SAFCA has outlined a plan to provide a 200-year level of flood protection to the Sacramento area. Construction activities by SAFCA to improve the levees are anticipated to be complete by 2011. Other floodplain planning efforts have been implemented by SAFCA and Reclamation District No. 1000 through a variety of joint agreements with federal, state, and local agencies. These agreements have resulted in the planning of improvements to flood protection structures (i.e., levees, canals, etc.), ecosystem protection and restoration, and the sharing and updating of floodplain management information with all involved parties to the agreements.

STANDARDS OF SIGNIFICANCE

Water Quality

For purposes of this Initial Study, an impact is considered significant if the SEZ would result in substantially degraded water quality and result in a violation of any water quality objectives set by the SWRCB, due to increased sediments and other contaminants generated by consumption and/or operation activities.

Flooding

For purposes of this Initial Study, an impact is considered significant if the SEZ would result in substantially increased exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood.

ANSWERS TO CHECKLIST QUESTIONS

Questions A, E, and F

New construction encouraged as a result of SEZ incentives could include temporary earth disturbing activities. This could result in increases in soil erosion leading to increased sediment loads in storm runoff, which could adversely affect receiving water quality. Construction activities may also contribute organic pollutants during the construction of infrastructure and improvements. Additional contamination may occur from increased traffic, which may contribute grease, oils, and other materials that may contaminate runoff from streets, driveways, and parking lots.

Any future development engendered by the SEZ would be subject to:

- National Pollutant Discharge Elimination System (NPDES) requirements
- Sacramento-area Phase I NPDES Municipal Separate Storm Sewer System Permit CAS082597
- Stormwater Quality Design Manual for the Sacramento and South Placer Regions (Design Manual)
- Best Management Practices (BMPs) and Low Impact Development (LID) measures to reduce pollutants in storm water and non-stormwater discharges to the Maximum Extent Practicable (MEP)

The goal of NPDES stormwater regulations is to improve the quality of stormwater discharged to receiving waters to the MEP through the use of structural and non-structural BMPs. BMPs can include the development and implementation of various practices including educational measures (workshops informing the public of what impacts results when household chemicals are dumped into storm drains), regulatory measures (local authority of drainage facility design), public policy measures, and structural measures (filter strips, grass swales, and detention ponds). As of October 1, 1992, general storm water discharge permits are required by the State for storm water discharges associated with construction activities involving the disturbance of five acres or more. Landowners are responsible for obtaining and complying with the permits, but may delegate duties associated with them to developers and contractors by mutual consent.

Permit applicants are required to prepare, and retain at the construction site, a Storm Water Pollution Prevention Plan (SWPPP) which includes a description of:

1. The site
2. Erosion and sediment controls
3. Means of waste disposal
4. Implementation of approved local plans
5. Control of post-construction sediment and erosion control measures and maintenance responsibilities
6. Non-storm water management controls

Dischargers are also required to inspect their construction sites before and after storms to identify storm water discharge associated with construction activity and to identify and implement controls where necessary.

The Cities and County condition all construction activities that will disturb five acres or more of land. A Notice of Intent (NOI) for coverage must be filed and requirements contained in the State General Construction Activity Storm Water Permit must be complied with. In addition, staging of heavy equipment must be established so that spills of oil, grease, or other petroleum by-products are not discharged into the stream course. All machinery must be properly maintained and cleaned to prevent spills.

The Cities and County also have local grading, erosion, and sediment control ordinances. These ordinances require that BMP's be employed before, during, and after construction. BMP mechanisms minimize erosion and sedimentation and prevent pollutants, such as oil and grease, from entering the stormwater drains. Minor increases in soil erosion leading to increased sediment loads in storm runoff from infrastructure improvements and development would be temporary and would be controlled by standard grading practices and BMPs, resulting in a less-than-significant impact.

Question B

The SEZ does not approve any specific development. The SEZ would provide incentives to the expansion and development of industrial and commercial businesses within existing industrial and commercial areas, which could indirectly result in new construction within these areas. It is not anticipated that future development within the SEZ would affect the direction or rate of flow of groundwater or surface water; withdrawals from the groundwater basin are governed by the Sacramento Area Water Forum Agreement to ensure no groundwater depletion occurs. The proposed SEZ would have a less-than-significant impact on the direction or rate of flow of groundwater or surface water.

Questions C and D

The SEZ areas are located within an urbanized area with existing or planned infrastructure to accommodate drainage. Existing impervious surfaces include buildings and parking surfaces, with landscaped planters scattered throughout parking areas. Other scattered parcels may be graded and vacant, or previously undeveloped. New development of buildings, parking, and street infrastructure on vacant parcels would increase drainage flows from any particular parcel, and thereby increase flows to local drainage facilities.

The SEZ does not approve any specific development. The SEZ would provide incentives to the expansion and development of industrial and commercial businesses within existing industrial and commercial areas, which could indirectly result in new construction within these areas. Impacts to hydrology, water quality, and drainage were assessed at the General Plan level when the land use designations were made in each jurisdiction.

It is unknown what type, size, or location of development might occur as a result of the SEZ, until applications for SEZ incentives are made. Any construction projects in the Cities and the County must comply with local ordinances and development review requirements to provide adequate storm drainage. These adopted policies and requirements would ensure storm flows and site erosion would be handled appropriately to protect water quality and avoid localized flooding. Programmatic impacts were assessed, and General Plan policies were adopted when the land use designations were made which are designed to manage storm drainage issues during site-specific project review and construction. There are no new impacts that would occur as a result of adoption of the SEZ. The proposed SEZ would not result in a change in the direction of flow within local water bodies, and would have a less-than-significant impact on drainage patterns.

Questions G through J

Development of new structures in the County, in addition to other development within the lower Sacramento River watershed, would increase the population and property exposed to potential regional flood hazards. The SEZ could remove barriers to commercial and industrial development within flood zones in the Natomas area and the South Sacramento area. Commercial and industrial buildings can be damaged by flooding, but are not considered to significantly increase the exposure of people to flood risks.

The cumulative increase in stormwater runoff results in additional risks for localized flooding. Although most of the County is designated by FEMA to be protected from the 100-year flood, the North and South Natomas areas are not currently protected from the 100-year flood event by the existing levee system. Until the levees that protect the Natomas Basin are improved to the current US Army Corps of Engineers (Corps) standards and accredited by FEMA, occupants and property in that portion of the City of Sacramento are designated by FEMA as at risk of damage associated with flooding from the 100-year flood. In the AE zones, commercial structures must be flood-proofed to three feet above existing grade level.

Agencies such as SAFCA and the Corps are examining levee stability, funding (i.e., proposed SAFCA development fees), and are planning to enhance flood protection to protect the area from a 200-year flood event. The Cities and County have adopted General Plan policies to aggressively seek improvement of levees against regional flooding, and to ensure local drainage capacity increases. Planning and construction for improving the levees protecting the Natomas Basin area is ongoing and 100-year protection could be achieved as early as 2010. Therefore, the potential exposure of people and/or property to the risk of injury and damage from a 100-year flood event, dam failure, or seiche or tsunami due to adoption of the SEZ would be *less than significant*.

FINDINGS

Impacts associated with stormwater, flooding, groundwater, and water quality would be ***less than significant***.

10. LAND USE AND PLANNING

Would the proposal:

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact	No Impact
A) Physically divide an established community?				X
B) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X
C) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

ENVIRONMENTAL SETTING

The approximately 31,899-acre SEZ areas are located within portions of the Cities and County. The boundaries of the proposed SEZ extend over large portions of existing primarily industrial areas in northern, southern, and eastern Sacramento County. Primary general plan designations within the proposed SEZ areas include industrial and heavy commercial or warehouse (see previous Figure 3, page 9).

STANDARDS OF SIGNIFICANCE

The discussion of land use and planning effects is treated differently from technical environmental issues. Any physical impacts associated with development would be addressed in the appropriate environmental sections of this Initial Study.

ANSWERS TO CHECKLIST QUESTIONS

Question A

The SEZ does not approve any specific development. The SEZ would provide incentives to the expansion and development of industrial and commercial businesses within existing industrial and commercial areas, which could indirectly result in new construction within these areas. It is unknown what type, size, or location of development might occur as a result of the SEZ, until applications for SEZ incentives are made. No roadways or land uses changes are proposed that could physically divide an established community, therefore no impact would occur.

Question B

The proposed SEZ does not propose changes to existing land uses in the SEZ areas. The SEZ might intensify, but not significantly modify, the existing physical arrangement of the community by removing barriers to planned growth. The proposed SEZ business incentives would be consistent with the Cities and the County General Plan designations, zoning, and

adopted plans and policies, as well as the Regional Blueprint, and would not conflict with any applicable land use plan, policy, or regulation.

Question C

Portions of the SEZ are located within two Habitat Conservation Plan areas: Natomas Basin HCP and the proposed South Sacramento HCP. The HCPs outline detailed procedures and mitigation requirements for all future development within those areas that mitigates potential development impacts on special status species and habitat to less-than-significance. The Natomas Basin HCP governs all portions of the City and County of Sacramento north of Interstate 80 and east of Interstate 5. The South Sacramento HCP, anticipated to be approved in 2010, will govern development activities in and around wetland resources in the County and City of Rancho Cordova south of Highway 50. The SEZ would provide business incentives with areas zoned for industrial and commercial activities, and all future development would be required to comply with the applicable HCP. The SEZ would not conflict with the HCPs.

FINDINGS

The proposed project would result in a ***less-than-significant*** impact on land use.

11. MINERAL RESOURCES

Would the proposal:

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact	No Impact
A) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?			x	
B) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?			x	

ENVIRONMENTAL SETTING

Mineral resources in the County include natural gas, petroleum, sand, gravel, clay, gold, silver, peat, topsoil and lignite. The principal resources which are in production are aggregate (sand and gravel) and natural gas. Maintaining access to aggregate resources is a primary area of concern with respect to mineral resources. Aggregate is used primarily for construction purposes. The demand for aggregate products (including Portland cement and road building materials) has increased with the region’s population growth, and the related building of structures and roads. Development over or adjacent to aggregate resources lands can deny, or severely limit, access to mineral resource deposits.

The California Division of Mines and Geology has classified lands according to the potential presence of mineral resources. Areas with potential subsurface minerals are delineated into Mineral Resource Zones to indicate the presence of minerals. MRZ-2 zones are areas for which adequate information indicates that significant mineral deposits are present, or there is a high likelihood for their presence and development should be controlled.

Question A and B

The State Mines and Geology Board designate sand and gravel deposits that are of regional significance pursuant to the California Surface Mining and Reclamation Act of 1975. Mineral resources in Sacramento County include sand, gravel, clay, gold, silver, peat, topsoil, lignite, natural gas, and petroleum (Sacramento County General Plan (1993), Conservation Element, Section VII, B. Mineral Resources, Background Report Figures 8 and 9).

The principal resources which are in production are aggregate (sand and gravel). There are three major and several smaller producers of sand and gravel in the County, the larger producers are located in the Fair Oaks and Perkins-Kiefer areas. They also produce asphaltic and Portland concrete cement along with free gold and silver recovered from the crushing process.

The SEZ provides incentives for industrial operations such as mineral extraction, and a portion of the SEZ area specifically includes land designated as an Aggregate Resource Area in the County General Plan. Because any businesses or new development assisted by the proposed SEZ must be consistent with the Cities and County General Plans and the zoning code, the proposed SEZ would not result in the loss of availability of a known mineral

resource or a locally-important mineral resource recovery site within the SEZ areas, and would have a less-than-significant impact on mineral resources.

FINDINGS

The proposed project would have a ***less-than-significant*** impact on mineral resources.

12. NOISE

Would the proposal result in:

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact	No Impact
A) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			✗	
B) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			✗	
C) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			✗	
D) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			✗	
E) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			✗	
F) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?			✗	

ENVIRONMENTAL SETTING

The approximately 31,899-acre SEZ area is located within portions of the Cities and County. The boundaries of the proposed SEZ extend over large portions of industrial and commercial areas in northern, southern, and eastern Sacramento County. These areas are affected primarily by roadway noise, as well as rail corridors and airport overflight zones. The Cities and the County have developed noise contours for each of these sources in their General Plans.

STANDARDS OF SIGNIFICANCE

Thresholds of significance are those established by the CCR Title 24 standards, and the General Plan Noise Element and Noise Ordinances of the Cities and County. Noise and vibration impacts resulting from the implementation of the proposed SEZ would be considered significant if they cause any of the following results:

- Exposed people to exterior noise levels which are above the upper value of the normally acceptable category for various land uses caused by noise level increases due to the project
- Resulted in residential interior noise levels of L_{dn} 45 dB or greater caused by noise level increases due to the project
- Construction noise levels not in compliance with the Noise Ordinance

ANSWERS TO CHECKLIST QUESTIONS***Question A***

Implementation of the SEZ may remove barriers to planned industrial and commercial development within the SEZ areas, consistent with the Cities' and County's general plans and zoning ordinances. Zoning buffers residential uses from industrial and commercial uses to minimize noise conflicts. All new construction and rehabilitation would be required to meet current codes and the applicable noise ordinance for non-transportation sources, which are designed to mitigate noise impacts on workers and any nearby residents. Therefore, adoption of the SEZ is anticipated to have a less-than-significant impact related to exposing people to or resulting in generation of noise in excess of adopted ordinances and policies.

Questions B and C

With adoption of the SEZ, business growth may continue to be encouraged in the SEZ areas within the limits of the existing zoning. The SEZ areas are located in an urbanized environment, which is subject to noise and vibration from traffic corridors, trucks, and other noise sources typical of a location near major arterials and commercial activities, as well as air traffic from Sacramento International, Sacramento Executive, McClellan Air Park, and Mather Field airports. Surface traffic noise is the dominant noise source in the SEZ areas, outside of overflight zones. Increased traffic generated by development consistent with the underlying zoning was anticipated when the zoning for the area was adopted, and no new impacts would occur as a result of the proposed SEZ beyond that anticipated with adoption of the land use designations. Future development engendered by the SEZ would be industrial and commercial uses that would be subject to site-specific analysis for the generation of non-transportation based noise and vibration if within proximity of any sensitive receptors.

Traffic generated noise was anticipated for General Plan buildout; whereas no change in land uses is proposed, development engendered by the SEZ that is consistent with the General Plan would have a less-than-significant effect on ambient noise levels. Site specific CEQA review of all future development projects is required to determine if specific project noise or vibration impacts might occur beyond that anticipated during land use approvals. Therefore, adoption of the proposed SEZ would result in less-than-significant increases in ambient noise or vibration levels.

Question D

Construction activities, including the erection, excavation, demolition, alteration, or repair of any building or structure, are conditionally exempt from local noise ordinances. Construction noise resulting from any development encouraged by SEZ incentives would not be expected to exceed typical construction levels anticipated with or without the proposed SEZ, and all construction is assumed to comply with local laws and ordinance.

Questions E and F

The proposed SEZ includes areas within the airport land use plans for Sacramento International Airport, McClellan Airport, Rio Linda Airport, Sacramento Executive Airport, and Mather Airport. Portions of the SEZ are also located within the approach-departure zones for McClellan, Sacramento Executive, and Mather Airports – as well as the clear zones for Sacramento Executive and McClellan Airports. The area within the clear zone for Sacramento Executive Airport includes only employment on the airport grounds. The clear zone designation for McClellan Airport is outdated and irrelevant for its current commercial air traffic, as it was created for heavy military aircraft. It is unlikely that the SEZ areas will still be within the McClellan noise contours when the land use plan is updated. There are no other private use airstrips located in the vicinity of the SEZ areas.

Any new development or employment within the airport land use plan areas assisted by the SEZ incentives would be required to be consistent with those plans. Industrial and commercial uses have a higher threshold for exterior noise, and most SEZ areas are outside the narrow 75 dB Ldn noise contours for these airports. The SEZ would not significantly increase the exposure of people or structures to excessive air traffic noise. Thus, adoption of the SEZ would have a less-than-significant impact related to the exposure of workers to excessive aircraft noise levels.

FINDINGS

The proposed project would result in ***less-than-significant*** short-term and long-term noise impacts.

13. POPULATION AND HOUSING

Would the proposal:

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact	No Impact
A) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			✘	
B) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				✘
C) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				✘

ENVIRONMENTAL SETTING

Both Cities and the County have developed policies and plans to provide for long-term population and housing needs, with documents such as general plans, community plans, and redevelopment plans that guide planning and development in the area.

STANDARDS OF SIGNIFICANCE

The discussion of population and housing effects is treated differently from technical environmental issues. Any indirect physical impacts associated with increases in population or housing would be addressed in the appropriate environmental sections of this Initial Study.

ANSWERS TO CHECKLIST QUESTIONS

Question A

There is no change in land use or zoning proposed as part of the SEZ. Development encouraged by SEZ activities has the potential to encourage localized daytime population growth in the SEZ areas' employment market by providing additional jobs that might otherwise locate elsewhere. The SEZ is specifically intended to provide increased employment opportunities for nearby residents in adjacent Census Block Groups, where unemployment rates are high. The proposed SEZ would not result in changes in population beyond those identified in regional and local population projections, nor induce substantial growth.

Questions B and C

The proposed SEZ areas consist of primarily industrial and commercial zoning, with some residential zoning interspersed within the SEZ areas. The SEZ does not propose to displace housing. Development occurring as a result of proposed SEZ incentives is not anticipated to reduce the supply of low- and moderate-income housing. Therefore, no significant impacts on housing would occur as a result of the proposed SEZ.

FINDINGS

The proposed project would result in a ***less-than-significant*** impact on population and housing.

14. PUBLIC SERVICES

Would the proposal:

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact	No Impact
A) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:			✘	
Fire protection?			✘	
Police protection?			✘	
Schools?			✘	
Parks?			✘	
Other public facilities?			✘	

ENVIRONMENTAL SETTING

Fire Protection

The Sacramento Fire Department provides fire services to the incorporated areas of the City of Sacramento.

The Sacramento Metropolitan Fire District (SMFD) provides fire services to the incorporated areas of the City of Rancho Cordova and unincorporated Sacramento County.

Police Protection

The Sacramento Police Department provides police services to the incorporated areas of the City of Sacramento.

The Rancho Cordova Police Department provides police services to the incorporated areas of Rancho Cordova.

The Sacramento County Sheriff's Department provides police protection services to the unincorporated areas of Sacramento County.

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, an impact would be considered significant if the project resulted in the need for new or altered services related to fire protection, police protection, school facilities, parks, or other public facilities.

ANSWERS TO CHECKLIST QUESTIONS

Question A

Police/fire personnel, schools, libraries, and parks provide a wide range of services that are affected by population increases. These services, however, are not impacted by physical environmental effects created by potential development encouraged by SEZ incentives. Section 15382 of the CEQA Guidelines defines a significant effect on the environment as a substantial or a potentially substantial adverse change in any of flora, fauna, ambient noise, and/or objects of historic or aesthetic significance. An economic or social change is not by itself considered a significant effect on the environment.

Any proposed new development in the SEZ areas will be required to incorporate design features identified in the Uniform Building Code and the Uniform Fire Code. The City police and County sheriff's departments and the fire departments are given the opportunity to review and comment on the design of any proposed new development that could affect public or fire safety. The proposed SEZ could result in elimination of barriers to General Plan growth, thus potentially increasing SEZ areas employment populations over existing conditions. The need for fire and emergency services, however, should not be substantially increased because the project could reduce existing fire hazards through the rehabilitation of substandard commercial and industrial buildings. The incorporation of fire safety measures required by the Uniform Building Code and the Uniform Fire Code and City and County permitting requirements and Crime Prevention through Environmental Design Program are expected to reduce any physical public safety impacts associated with the proposed SEZ activities to a less-than-significant level.

The Cities' and County's general fund and other special collections provide the financial support to achieve basic public facilities services. The level of provision of these services is not recognized as physical environmental impacts. Public facilities services are basic social services to be provided by local government. The level of service is based in part on the economic health of the service provider. SEZ incentives would improve the economic health of local jurisdictions through increased business, sales, and property taxes.

FINDINGS

Impacts associated with fire services, police services, schools, parks, and public facilities are ***less than significant***.

15. RECREATION

Would the proposal:

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact	No Impact
A) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			✘	
B) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			✘	

ENVIRONMENTAL SETTING

The SEZ areas are served by various parks with different sizes and amenities.

STANDARDS OF SIGNIFICANCE

Impacts to recreational resources are considered significant if the proposed project would do either of the following:

- Cause or accelerate substantial physical deterioration of existing area parks or recreational facilities
- Create a need for construction or expansion of recreational facilities beyond what was anticipated in the General or Community Plan

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

The Cities' and County's general fund and other special collections provide the financial support to achieve basic recreation services. The level of provision of these services is not recognized as physical environmental impacts. Recreation services are basic social services to be provided by local government, and the level of service is based in part on the economic health of the service provider.

Recreation services are generally provided by local park districts, providing a wide range of services that are affected by population increases. Population increases were anticipated in the Cities and County General Plans. As noted under Section 13, Population and Housing, the SEZ is specifically intended to provide increased employment opportunities for nearby residents in adjacent Census Block Groups, where unemployment rates are high. The proposed SEZ would not result in changes in population beyond those identified in regional and local population projections, nor induce substantial growth.

Section 15382 of the CEQA Guidelines defines a significant effect on the environment as a substantial or a potentially substantial adverse change in any flora, fauna, ambient noise, and/or objects of historic or aesthetic significance. An economic or social change is not by

itself considered a significant effect on the environment. The proposed SEZ would not result in any adverse impacts upon the quality or quantity of recreational facilities.

FINDINGS

The proposed project would result in a ***less-than-significant*** impact on recreational resources.

16. TRANSPORTATION AND TRAFFIC

Would the proposal:

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact	No Impact
A) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			✘	
B) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			✘	
C) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?			✘	
D) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			✘	
E) Result in inadequate emergency access?			✘	
F) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?			✘	

ENVIRONMENTAL SETTING

The boundaries of the proposed SEZ extend over portions of primarily industrial and commercial areas in northern, southern, and eastern Sacramento County. Major freeways serving the zone include I-80, I-5, US 50, and US 99. Most developed areas of the SEZ are served by Regional Transit with bus service, as well as Light Rail Transit either directly or via transfers.

Sacramento Regional Blueprint

The Sacramento Regional Blueprint Program, initiated by SACOG in 2002, evaluated the affects of land use planning and transportation decisions within the six-county region (including Sacramento, Yolo, Placer, Sutter, Yuba and El Dorado counties). The process evaluated a Year 2050 land use horizon that supports higher housing densities and re-

investment in a mix of land uses, with “inner ring” areas (like Rancho Cordova) accounting for the most growth. The travel demand forecasting models created by SACOG for the Blueprint project are used by the Cities and County in their land use planning processes.

STANDARDS OF SIGNIFICANCE

Impacts to the roadway system are considered significant if adoption of the SEZ would result in development that would be anticipated to cause a significant increase in projected average daily traffic (ADT) volumes over current conditions or beyond those anticipated in the General Plans and the Regional Blueprint.

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

The proposed SEZ may encourage a general intensification of commercial and industrial development in the area. This additional development could generate additional vehicular movements throughout the SEZ areas and the Cities and County over existing conditions.

The City of Sacramento’s 2030 General Plan (2009), the Rancho Cordova General Plan (2007), and the soon to be adopted Sacramento County General Plan Update are based on the promotion of Smart Growth Principles for future development, consistent with the Regional Blueprint project. The travel-reduction effects of smart growth have been reported in numerous studies and presentations, and were quantified in traffic analyses for the Regional Blueprint. For example, the City of Sacramento 2030 General Plan EIR favors a more compact growth pattern for the City, emphasizing infill development and reuse of underutilized properties over expanding outward into undeveloped areas known as greenfields. Under the 2030 General Plan, the daily VMT per capita in the City in 2030 decreases by 13.2% when compared to build-out of the previous 1986-2006 General Plan (General Plan Master EIR 2030 No Project Alternative). This is a significant reduction and indicates that the 2030 General Plan will accomplish one of its key mobility goals. The reduction in VMT per capita also indicates that the 2030 General Plan reinforces the Regional Blueprint adopted by SACOG, because the VMT per capita would be significantly lower with the 2030 General Plan than the prior General Plan. The Rancho Cordova General Plan and the Sacramento County General Plan Update reflect similar smart growth objectives.

Redevelopment of infill areas like those incentivized in the proposed SEZ is a key component of the Cities’ and County’s general plans and the Regional Blueprint. Whereas the SEZ would provide incentives that could remove barriers to infill development and redevelopment of aging industrial/commercial areas, it would be in furtherance of Regional Blueprint goals, and would result in a less-than-significant impact on vehicle trips and congestion.

Question C

The SEZ does not approve any specific development. The SEZ would provide incentives to the expansion and development of industrial and commercial businesses within existing industrial and commercial areas, which could indirectly result in new demand for air shipments. It is unknown what type, size, or location of development might occur as a result of the SEZ, until applications for SEZ incentives are made. The SEZ is not anticipated to result in future development that would generate significant air traffic beyond that planned for when the underlying land uses were adopted.

Question D

The public streets within the SEZ areas have no sharp curves or dangerous intersections. All land uses are urban, and the SEZ is designed to utilize the existing network of regional and local roadways located within the vicinity of the SEZ areas. As development occurs in the SEZ areas, site design and off-site improvements will be subject to review by the Cities or County transportation department. All City and County departments, including the police and fire departments, review site design to ensure safe and adequate access, including emergency access. Any changes in the existing street layout would be in accordance with the city or County Code, city or County General Plan, the Regional Blueprint, and the objectives of the SEZ, thus the SEZ would not result in hazards or barriers for pedestrians or bicyclists from project design features. Adoption of the SEZ would have a less-than-significant effect on hazards.

Question E

The SEZ does not approve any specific development. The SEZ would provide incentives to the expansion and development of industrial and commercial businesses within existing industrial and commercial areas, which could indirectly result in new construction within these areas. It is unknown what type, size, or location of development might occur as a result of the SEZ, until applications for zone incentives are made. As development occurs in the SEZ, site design, off-site improvements, and construction staging will be subject to review by each governing jurisdiction. All departments, including fire and police/sheriff, review construction plans to ensure safe and adequate emergency access. Both Cities' and the County's code requirements and plan review are sufficient to ensure future development as a result of the proposed SEZ would have a less-than-significant impact on emergency access.

Question F

The SEZ areas are well served by alternative transportation modes. LRT and numerous bus routes serve the SEZ areas, and the City/County Bicycle Master Plan identifies existing and proposed bikeways throughout the County. The proposed SEZ business incentives would have a less-than-significant impact on alternative transportation modes.

FINDINGS

Impacts associated with traffic congestion, emergency access, parking, and rail, waterborne, and air traffic are ***less than significant***.

17. UTILITIES AND SERVICE SYSTEMS

Would the proposal:

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact	No Impact
A) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			✗	
B) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✗	
C) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✗	
D) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			✗	
E) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			✗	
F) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			✗	
G) Comply with federal, state, and local statutes and regulations related to solid waste?			✗	

ENVIRONMENTAL SETTING

The SEZ areas are urbanized, developed, and are currently served by or planned for water, sewer, and stormwater infrastructure, and solid waste pickup.

Wastewater

The City of Sacramento Department of Utilities operates and maintains the City's sewage collection system that brings wastewater to Sacramento Regional County Sanitation District (SRCSD).

The SRCSD provides wastewater services for its "contributing" agencies: Sacramento Area Sewer District (SASD) and the cities of Folsom, Sacramento and West Sacramento. SASD is comprised of the unincorporated areas of Sacramento County, the cities of Citrus Heights, Elk Grove and Rancho Cordova, and parts of the cities of Folsom and Sacramento.

The SASD serves the unincorporated areas of Sacramento County, the cities of Citrus Heights, Rancho Cordova, and Elk Grove, as well as portions of the cities of Folsom and Sacramento.

Storm Water

The urban municipal entities, including the County and the cities of Rancho Cordova, Citrus Heights, Folsom, Galt, and Sacramento, are co-permittees for an area-wide NPDES municipal stormwater permit through the Central Valley RWQCB. A Stormwater Quality Improvement Plan (SQIP) developed by the County for compliance with the NPDES permit is the guiding document for the Cities and the County.

The Department of Utilities is responsible for drainage and flood control within the City of Sacramento.

The Sacramento County Department of Water Resources is the organization primarily responsible for drainage and flood control within the urbanized and urbanizing unincorporated portions of the County and the Cities of Citrus Heights and Rancho Cordova.

Water Supply

Water supply within the County consists of surface water from rivers and streams and groundwater pumped from underground aquifers. Water supply and infrastructure is managed in accordance with the Sacramento Area Water Forum Agreement. This water is distributed to agricultural and municipal users through a network of 28 water purveyors.

Solid Waste

The City of Sacramento Department of Utilities, Solid Waste Services is responsible for maintaining a waste management system for residents and businesses within the incorporated City of Sacramento.

The City of Rancho Cordova's solid waste and recycling services are provided by Allied Waste.

The Sacramento County Department of Waste Management & Recycling (WMR) is responsible for maintaining a waste management system for residents and businesses in the unincorporated County.

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact is considered significant if the proposed SEZ would require or result in either the construction of new water, wastewater, stormwater, or solid waste facilities or the expansion of existing facilities, the construction of which could cause significant environmental effects.

ANSWERS TO CHECKLIST QUESTIONS

Questions A, B (Wastewater Treatment), and E

The Sacramento Regional County Sanitation District (SRCSD) provides sewage treatment for all jurisdictions within Sacramento and includes Rancho Cordova. The SRCSD is responsible for the operation of all regional interceptors and wastewater treatment plants, while local collection districts maintain the systems that transport sewage to the regional interceptors. From the collection system and regional interceptors, sewage flows ultimately reach the Sacramento Regional Wastewater Treatment Plant (SRWTP), which is located south of the City of Sacramento and east of Freeport Boulevard.

SRCS D's Regional 2020 Master Plan accommodates for expansions of the treatment plant as growth occurs, based on SACOG's regional population projections. The Master Plan is intended to ensure that the SRWTP facilities have sufficient capacity to meet planned growth in the service area through the year 2020; it is updated every five years to account for changes in existing and projected population. The ultimate planned expansion of the SRWTP is expected to be able to accommodate projected increased sewer flows. Impact fees have been established by the SRCS D in anticipation of new facilities needed to meet the cumulative demand of growth in the Cities and the County of Sacramento, as identified in the SWRTP Master Plan. These fees are required for new development to provide for its fair share cost of the anticipated future construction of relief interceptor sewer and treatment facilities. As development occurs, any necessary collection system upgrades are required prior to the issuance of building permits, and would have a less-than-significant impact on wastewater services.

Question C

The proposed SEZ areas are urbanized with a significant amount of impervious surfaces including buildings and parking surfaces, except for landscaped planters scattered throughout the parking areas.

The SEZ does not approve any specific development. The SEZ would provide incentives to the expansion and development of industrial and commercial businesses within existing industrial and commercial areas, which could indirectly result in new construction within these areas. It is unknown what type, size, or location of development might occur as a result of the SEZ, until applications for zone incentives are made. Any construction projects in the Cities and the County must comply with local ordinances and development review requirements to provide adequate storm drainage. These adopted policies and requirements would ensure storm flows would be handled appropriately. Therefore, adoption of the SEZ would have a less-than-significant impact on storm drainage.

Questions B (Water Treatment) and D

Water supplies are provided by various water purveyors through both surface and groundwater supplies managed through a conjunctive use program negotiated in the Sacramento Area Water Forum. The Water Forum determined that there were adequate supplies in the Sacramento region to meet future development demands based on City and County General Plans through the year 2035, and a complex set of agreements regarding infrastructure, conservation, and environmental protections were adopted. Future developments are required to tie into public water systems and provide adequate fire flow to the satisfaction of the appropriate jurisdiction and its fire department. This is a standard requirement for all development that is no longer required as mitigation in CEQA documents.

New water supply system infrastructure would be coordinated with development as it occurs throughout the SEZ areas, and all necessary infrastructure would be put in place to serve projects on a case-by-case basis. All development within the proposed SEZ would be required to contribute towards its share of expanding any necessary water treatment facilities to accommodate increases in flow through the system, thus water supply impacts would be less than significant.

Questions F and G

The City of Sacramento Department of Utilities, Solid Waste Services is responsible for maintaining a waste management system for residents and businesses within the incorporated City of Sacramento. The City of Rancho Cordova's solid waste and recycling

services are provided by Allied Waste. The Sacramento County Department of Waste Management & Recycling (WMR) is responsible for maintaining a waste management system for residents and businesses in the unincorporated County.

SEZ business incentives would not result in growth beyond that anticipated in the general plan and solid waste disposal projections. The Cities and County meet their yearly goals under State AB 939 requiring all jurisdictions to develop a source reduction and recycling program to achieve at least a 50% diversion of waste from the landfill. Therefore, adoption of the SEZ would have a less-than-significant effect on solid waste disposal needs and regulatory compliance.

FINDINGS

The proposed project would result in a ***less-than-significant*** impact on water supplies, sewer, stormwater, and solid waste disposal.

18. MANDATORY FINDINGS OF SIGNIFICANCE

Does the proposal:

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact	No Impact
A. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			x	
B. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			x	
C. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			x	

ANSWERS TO CHECKLIST QUESTIONS

Question A

The proposed SEZ would not degrade the quality of the environment through significant air emissions, traffic congestion, environmental or geotechnical hazards, noise, or a reduction in public services, or impact special status species or habitat, archeological or paleontological resources, or public utilities, as discussed in the previous sections. Existing codes, policies, and regulations would govern future development consistent with adopted general plans, and all future development would be required to undergo site-specific CEQA review. Adoption of the SEZ would have a less-than-significant impact on the environment.

Question B

The proposed SEZ would incentivize general plan development on underutilized infill parcels, consistent with Regional Blueprint and general plan goals to promote infill development. The Regional Blueprint determined that infill redevelopment would reduce cumulative impacts for the region. Therefore, adoption of the SEZ would have a less-than-significant cumulative effect.

Question C

The proposed SEZ would not result in substantial direct or indirect adverse effects on human beings or paleontological resources, as described in this initial study.

SECTION V - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would potentially be affected by this project.

- | | |
|---|---|
| <input type="checkbox"/> Aesthetics (page 17) | <input type="checkbox"/> Land Use (page 51) |
| <input type="checkbox"/> Agriculture and Forestry Resources (page 19) | <input type="checkbox"/> Mineral Resources (page 53) |
| <input type="checkbox"/> Air Quality (page 21) | <input type="checkbox"/> Noise (page 55) |
| <input type="checkbox"/> Biological Resources (page 25) | <input type="checkbox"/> Population and Housing (page 58) |
| <input type="checkbox"/> Cultural Resources (page 28) | <input type="checkbox"/> Public Services (page 60) |
| <input type="checkbox"/> Geology and Soils (page 31) | <input type="checkbox"/> Recreation (page 62) |
| <input type="checkbox"/> Greenhouse Gas Emissions (page 34) | <input type="checkbox"/> Transportation and Traffic (page 64) |
| <input type="checkbox"/> Hazards and Hazardous Materials (page 39) | <input type="checkbox"/> Utilities and Service Systems (page 67) |
| <input type="checkbox"/> Hydrology and Water Quality (page 44) | <input type="checkbox"/> Mandatory Findings of Significance (page 71) |
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SECTION VI - DETERMINATION

On the basis of the initial evaluation:

- I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

I find that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because the project-specific mitigation measures described in Section III have been added to the project. A MITIGATED NEGATIVE DECLARATION will be prepared.

I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.



Signature

July 27, 2010

Date

Rochelle Amrhein, Environmental Coordinator
Sacramento Housing and Redevelopment
Agency

SECTION VII - REFERENCES CITED

This Initial Study has been compiled from a variety of sources, including published and unpublished studies, applicable maps, aerial photographs, and independent field investigations. The State CEQA Guidelines recommend that previously completed environmental documents, public plans, and reports directly relevant to a proposed project be used as background information to the greatest extent possible and, where this information is relevant to findings and conclusions, that it be incorporated by reference in the environmental document. The following documents have been used as reference materials for the initial study. These documents are available for public review at the Sacramento Housing and Redevelopment Agency, 630 I Street, Sacramento, CA 95814, the County of Sacramento Planning Department, 700 I Street, Sacramento, or online as specified.

2010 Sacramento City/County Bikeway Master Plan, Environmental Impact Report, County of Sacramento, September 1992.

Auburn Boulevard Redevelopment Plan Community Plan Amendment, Rezone and Use Permit, Final Supplement to the Final Environmental Impact Report, Sacramento County Department of Environmental Review and Assessment, July 1996.

Blueprint Preferred Scenario for 2050, Sacramento Area Council of Governments, December 2004.

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City of Rancho Cordova General Plan, Draft and Final Environmental Impact Report, City of Rancho Cordova, Draft EIR is dated March 2006 and Final EIR is dated June 2006.

City of Rancho Cordova Website, <http://www.cityofranhocordova.org/>, accessed June 1, 2009.

City of Sacramento 2030 General Plan, City of Sacramento, adopted March 3, 2009.

City of Sacramento 2030 General Plan Master EIR, City of Sacramento, draft dated July 2008, Final dated November 2008, and Final EIR Errata dated November 5, 2008.

City of Sacramento Website, <http://www.cityofsacramento.org/>, accessed June 1, 2010.

City of Sacramento Zoning Code, current through Ordinance 2010-008 and the May 2010 code supplement, City of Sacramento, retrieved June 24, 2010 from <http://www.qcode.us/codes/sacramento/>.

County of Sacramento General Plan, Background to the 1993 General Plan and 2006 General Plan Update, County of Sacramento Planning and Community Development Department, November 8, 2006.

County of Sacramento General Plan, County of Sacramento Planning and Community Development Department, December 15, 1993; Land Use Element revised February 11, 2004.

County of Sacramento Website, <http://www.saccounty.net/>, accessed June 1, 2010.

Del Paso Heights Redevelopment Plan Amendment, Redevelopment Agency of the City of Sacramento, May 29, 1998.

Del Paso Nuevo Project Environmental Assessment / Initial Study, City Council of the City of Sacramento and the Sacramento Housing and Redevelopment Agency, February 3, 1998.

Draft Environmental Impact Report, Land Use Planning Policy Within the 100-Year Flood Plain in the City and County Of Sacramento, City of Sacramento, September 18, 1989.

- Guide to Air Quality Assessment in Sacramento County, Sacramento Metropolitan Air Quality Management District, December 2009, retrieved June 17, 2010 from <http://www.airquality.org/ceqa/ceqaguideupdate.shtml>.
- North Sacramento Enterprise Zone Draft Environmental Impact Report, Sacramento Housing & Redevelopment Agency, March 30, 2007.
- North Sacramento Redevelopment Plan Environmental Impact Report, Sacramento Housing & Redevelopment Agency, February 21, 1992.
- Sacramento Central City Community Plan, City of Sacramento, adopted May 15, 1980, with amendments through April 8, 2003.
- Sacramento County Code, current through Ordinance 1451 and the March 2010 code supplement, retrieved June 24, 2010 from <http://qcode.us/codes/sacramentocounty/>.
- Sacramento County General Plan Update Environmental Impact Report, County of Sacramento, Draft dated May 2009, Final dated April 2010, retrieved June 22, 2010 from <http://www.dera.saccounty.net/SearchforDocuments/GeneralPlanUpdateEIR/tabid/117/Default.aspx>.
- Sacramento Register, City of Sacramento Listing of Landmarks, Historic Districts, and Contributing Resources, updated March 2005 per Sacramento City Code Title 15.