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December 10, 2007

William D. Kopper
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Re: Final Environmental Impact Report for Sacramento Railyards Specific Plan

Dear Mr. Kopper,

As you requested, I have reviewed the Final Environmental Impact Report ("Final EIR") for the proposed Sacramento Railyards Specific Plan ("Specific Plan" or "Project"), specifically, the City of Sacramento's responses to my October 3, 2007 comments on the Draft EIR for the proposed Project.[1,2] Most of the City's responses are generic master responses and do not address my specific comments. As a result, the City's responses fail to adequately address the majority of my comments and did not resolve many of the issues. In addition, the Final EIR introduces new information and analyses without providing adequate documentation. As discussed below, these new analyses are flawed and fail to identify significant adverse health impacts to the Sacramento residents.

Construction Health Risk Assessment

The Final EIR contains revisions to the health risk assessment results for incremental cancer risks resulting from diesel particulate matter ("DPM") emissions from construction equipment. There are a number of problems with the Final EIR's analysis and conclusions.

Lack of Documentation

The revisions to the health risk assessment are based on updated construction equipment emissions estimates. The Final EIR explains that "[t]he

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[1] City of Sacramento, Final Environmental Impact Report, Railyards Specific Plan, SCH No. 2006032058, November 2007.

[2] Petra Pless, Comments on Draft Environmental Impact Report for Railyards Specific Plan, October 3, 2007.

monthly exhaust DPM emissions were calculated from the hourly emissions using the monthly operating days that EIP/PBS&J presented in the fugitive emission calculations. The maximum hourly emissions were estimated by dividing the maximum daily emissions with eight hours per day, as assumed in the SMAQMD daily emission factors."[3] Yet, neither the emissions calculations nor the dispersion modeling or the updated health risk assessment were included in the Final EIR. CEQA statutory and regulatory law requires a meaningful disclosure of studies or their underlying data in order to facilitate the public review and comment process.[4] Here, the Final EIR precludes public review because it does not include the underlying information required to review the presented conclusions.

Incorrect Threshold of Significance

The Final EIR introduces a new significance threshold of 100 in one million to assess lifetime excess cancer risk due to DPM emissions from construction equipment and finds that unmitigated emissions from Project construction, 120 in one million, would exceed this threshold but that implementation of the Project's Air Quality Management Plan, which requires reduction of construction equipment DPM emissions by 45%, would result in mitigated emissions below the significance threshold of 100 in one million.[5] The threshold of 100 in one million chosen by the Final EIR is inconsistent with agency guidance and common practice and fails to identify significant impacts from construction equipment DPM emissions.

Typically cancer risks from construction equipment are compared to a significance threshold of 1 to 10 in one million. The Final EIR claims that "[t]here is currently very little guidance in the state about what risks are considered to be significant from mobile sources." The Final EIR explains that the setting of risk thresholds from mobile sources is more difficult than for stationary sources because a) the background risk for DPM statewide is greater than 500 in a million and using a threshold of 10 in a million would be setting a significant impact threshold at approximately 2% of background and b) the California Air Resources Board ("CARB") is actively working to reduce diesel risk on a statewide level by imposing strict new requirements on new and existing diesel equipment. Based on this reasoning, the Final EIR sets the threshold of significance at the higher end of the U.S. Environmental Protection Agency's National Contingency Plan ("NCP") target risk range of 1 in one million to 100 in

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[3] Final EIR, pp. 3-24 - 3-26.

[4] *See*, for example, Service Employees International Union, et al., v. City of Sacramento, et al., 2006; http://www.saccourt.ca.gov/courtrooms/trulings/d19archives/Jun9D19--06CS00026.doc.

[5] Final EIR, p. 3-26.

one million. (The NCP "target risk range" is more commonly referred to as "risk management range" and establishes a protective risk range for human health. The risk management range was developed to determine the extent of required cleanup actions under the Comprehensive Environmental Response, Compensation, and Liability Act ("CERCLA"), more commonly known as "Superfund.") Neither of the Final EIR's arguments is relevant or justifies using a threshold of significance of 100 in one million.

First, the Final EIR mischaracterizes the current risk level of 500 in one million due to DPM in ambient air as being due to "background." This is misleading. There is no "background" level of DPM, which is not a naturally occurring substance. The existing cancer risk level is due to anthropogenic sources such as the proponent's construction equipment.

Second, the acceptability of risk is relative to the receptor not to the emitter and therefore the risk management range for mobile sources should be the same as for stationary sources. All air districts in California currently compare risks due to toxic air contaminant emissions from stationary sources to a cancer risk threshold of 1 to 10 in one million.

Third, construction equipment, while mobile, would be confined to the Project site and can therefore be assessed as a stationary source. In fact, construction or mining equipment is typically modeled as a stationary source.

Fourth, rejecting the commonly used threshold of 10 in one million because it would only be 2% of the currently existing cancer risk level of 500 in one million is inappropriate. This drop-in-a-bucket argument is irrelevant as it attempts to marginalize the risk level resulting from the Project's construction emissions in light of the existing DPM risk level due to ambient air concentrations. Instead, what is relevant is whether there is any way to reduce the risk level associated with the Project rather than contributing to an existing problem.

Fifth, the Final EIR misinterprets the NCP's risk management range concept. The role of the risk management range is to establish a safe exposure range below which public health and safety is assured. The U.S. EPA has expressed a clear preference for cleanups of Superfund sites achieving the more protective end of the range, *i.e.* 1 in one million.[6] In other words, within the risk management range, risks to receptors should be reduced to as close to 1 in one

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[6] *For example*, United States Environmental Protection Agency, Office of Solid Waste and Emergency Response, OSWER Directive 9355.0-30, Memorandum Subject: Role of the Baseline Risk Assessment in Superfund Remedy, April 22, 1991.

million as is feasible. In this case, it is feasible to require the use of alternative fuels or the installation of diesel particulate filters on construction equipment to reduce emissions and health risks to closer to the lower end of the risk management range. The NCP requires that applicable or relevant and appropriate requirements ("ARARs") be considered in determining remediation goals. In other words, no contribution to environmental contamination that constitutes unacceptable health risks is acceptable if it feasibly can be avoided. In this case, DPM concentrations in the ambient air already constitute an unacceptable health risk of 500 in one million. Yet, the Project proposes to contribute a substantial risk to this already unsafe risk when it can feasibly avoid doing so. For example, requiring the use of alternative fuels or the installation of diesel particulate filters on construction equipment is feasible, has been required as CEQA mitigation for many projects, and would result in significant risk reduction.[7] Therefore, the Project should be required to implement mitigation to manage risk to the extent feasible.

Sixth, CARB itself, the agency trusted with safeguarding California's air quality, uses a 10 in one million threshold to assess cancer risks due to DPM emissions from construction equipment. This threshold was, for example, used to determine the proposed Regulation for In-Use Off-Road Diesel Vehicles.[8]

Failure to Include all Emissions Sources

The Final EIR's health risk assessment did not include DPM emissions from on-road vehicle trips for load hauling. The Final EIR reasons that the revised emissions calculations were completed using the manual calculation method recommended by the Sacramento Metropolitan Air Quality Management District ("SMAQMD"), which does not require the calculation of emissions from these activities.[9] Whether the SMAQMD recommends calculation of haul truck emissions for determination of significance in CEQA air quality analyses is irrelevant in this context. The health risk assessment must include all sources of emissions, not just from on-site equipment.

Failure to Identify and Adequately Mitigate Significant Health Risks

When haul truck DPM emissions are included, incremental cancer risks due to Project construction are considerably greater than the 66 in one million admitted to by the Final EIR.[10] However, even without these additional emission, incremental cancer risks from Project construction emissions, both unmitigated

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[7] *See* Pless October 2007 Comment VII.B.5 on Draft EIR for Sacramento Railyards Specific Plan.

[8] California Air Resources Board, Technical Support Document: Proposed Regulation for In-use Off-Road Diesel Vehicles, Appendix D: Health Risk Assessment Methodology, April 2007.

[9] Final EIR, p. 4.4-39.

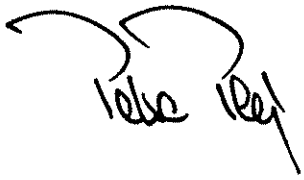
[10] (120 in one million) × (45% emission reduction) = 66 in one million.

and mitigated, are significant when compared to a significance threshold of 10 in one million. Therefore, the Final EIR failed to identify and adequately mitigate significant adverse impacts from the Project.

Conclusion

The Final EIR should be revised to include all documentation for the revised health risk assessment to permit public review and comment and to disclose and adequately mitigate the significant adverse impacts on human health due to diesel particulate matter emissions from construction equipment.

Very truly yours,



Petra Pless, D.Env.

SMITH ENGINEERING & MANAGEMENT

December 5, 2007

Mr. William D. Kopper
Attorney at Law
417 E Street
Davis, CA 95616

Subject: Railyards Specific Plan FEIR

P07015

Dear Mr. Kopper:

Per your request, I have reviewed the final environmental impact report (hereinafter "the FEIR") for the Railyards Specific Plan project ("the project") in the City of Sacramento (hereinafter "the City") with particular reference to the transportation and circulation component. I previously reviewed and commented on the draft environmental impact report (hereinafter "the DEIR") for the subject project in a letter dated October 1, 2007. My qualifications to perform this review include registration as a Civil and Traffic Engineer in California and are further described in the October 1, 2007 letter and its attachments. My current comments follow.

The FEIR's Composite Responses to Comments on the DEIR of Similar Topical Nature from Multiple Parties Fails to Respond Directly to All Issues of Substance in All Comments

It is recognized that where multiple parties make similar comment on a particular issue, it is appropriate for the lead agency to make a composite response. However, when the composite response fails to address a substantive portion of a comment raised by one of the commenting parties, the response is incomplete and inadequate. Such omissions occur in the subject FEIR. For example, consider the response to our comment that the City has labeled 25-57. The City purports to respond to this comment in composite responses 4.15.6 and 4.15.18. Response 4.15.6 does discuss the subject of, though not responding adequately to, the portion of our comment that concerned the inappropriate characterization of the project's impacts on the freeway system as "unavoidable" and potential mitigation measures for those freeway system impacts as "infeasible". Response 4.15.18 does discuss our point about the City's inconsistency in characterizing certain freeway mitigation measures infeasible while still assuming those measures are completed in the traffic forecasts for the Year 2013 and 2030 analyses. However, a principal point of substance in our comment now labeled 25-57 by the City was that it was improper for the City to have circulated the DEIR without disclosing to the public that Caltrans, a Responsible Agency under CEQA, disputed the City's characterization of freeway system mitigations as infeasible. This point is not addressed in the City's responses to comment.

To maintain continuity with the content of the FEIR, we address the adequacy of the FEIR's responses to our comments in the order of the responses in the FEIR. Where the substance of our comments has not been addressed in the response, we point this out.

FEIR Response 4.15.1 Is Inadequate

This composite response is claimed to respond to our comments labeled by the City as 25-59, 25-61 and 25-65 concerning the DEIR's failure to evaluate locations likely to experience traffic and circulation impacts due to the project. The cited section of the FEIR also purportedly responds to the comments of four other agencies and organizations including the California Department of Transportation, a Responsible Agency under CEQA, and the Sacramento City Unified School District.

The response is basically a summarization of how the City decided to study what it did study and a simple denial of any failure to consider potentially impacted locations in the traffic study. This is fundamentally inadequate.

One of our concerns expressed in the cited comments was the failure to evaluate impacts at the intersections on the west approach to the I Street Bridge. The response states that no intersections west of intersection # 48 in Figure 6.12-1 were identified as being likely to be significantly impacted. The referenced intersection # 48 is the intersection of Jibboom Street and I Street on the eastern approach to the I Street Bridge across the Sacramento River. The I Street Bridge is one of two downtown Sacramento roadway bridges across the Sacramento River and is immediately west of the project site. Given that the project generates between 7,400 and 15,400 peak vehicle trips depending on the alternative, it is an absolute no-brainer that the project would probably impact intersections on the immediate west-side access-egress route to the I Street Bridge. The response is obviously nonsense since any good faith effort to disclose impact as CEQA demands would have considered these locations.

Response 4.15.1 also protests that no responses to the Notice of Preparation (NOP) "requested an expanded scope of intersection analysis", as if our comment that intersections west of the Sacramento River should have been studied is a late request that should have been made at the NOP stage. This assertion is pure hogwash. In point of fact, the Notice of Preparation did not include any definition of which intersections, street segments and freeway segments and interchanges were intended for study. Moreover, the location map provided in the Notice of Preparation extends west beyond the interchange of West Capitol Avenue and I-80, includes the area of the intersections we requested studied and the full freeway ring surrounding downtown Sacramento. Hence, the NOP implies that locations west of the Sacramento River would be studied as well as segments and interchanges on the full freeway ring surrounding downtown Sacramento. This also has bearing on Caltrans comment about failure to study the critical segments and interchanges on the complete downtown freeway ring since Caltrans did make that request in its comments on the NOP (see Caltrans current comment labeled 8-1 and letter of comment on the NOP dated April 7, 2006). We also note that in its comments on the NOP, the County of Sacramento requested that the DEIR evaluate the interchange of I-80 with W. El Camino Avenue, the intersections of El Centro Road with W. El Camino Avenue and El Centro Road with San Juan Road and

the segment of El Centro Road from W. El Camino Avenue to Arena Boulevard. The DEIR evaluates none of these locations.

Response 4.15.1 states: "It is not feasible to study every transportation implication of a large expansion of the dense urban core in downtown Sacramento as the proposed project represents." However, CEQA demands a good faith effort to disclose impart regardless of whether the project is a modest rural residential subdivision or a large project in a dense urban core. Our identification of additional locations that should have been studied together with those of Caltrans and Sacramento County are thoughtful identifications of locations where project traffic impacts can logically be expected and it is improper under CEQA for the City of Sacramento to summarily refuse to analyze those locations.

Response 4.15.1 concludes with a fundamental falsehood, stating: "However, the Draft EIR fully discloses all potentially significant traffic impacts of the project." This statement is unsupportable and obviously incorrect since the City has failed or refused to study all likely locations of potential traffic impacts.

Response 4.15.1 is incomplete because it fails to address the the DEIR's lack of analysis of a major project traffic component – replacement of the Jibboom-I Street connection by a connection between Bercut Drive and I Street

Our comment now labeled 25-59 that Response 4.15.1 purports to respond to includes the following statement:

> "The project includes as a major component of its circulation element a proposal to replace the connection between Jibboom and the I Street bridge with an elevated connection between Bercut Drive and I Street. However, this component of the project is never evaluated in the DEIR. Instead, in all "with project" scenarios evaluated, the Jibboom-I Street connection is presumed to be in place and, where deficiencies related to that connection are indicated, the public is told that the significant impacts will be taken care of because the project really intends to replace the Jibboom connection with a Bercut connection. But there is no analysis showing that the substitution of a Bercut connection to I Street provides any improvement over the Jibboom connection. To be adequate, the DEIR must perform a traffic analysis with the switch of the Bercut connection for the Jibboom connection in place to demonstrate the consequences of this facet of the project."

This comment is not responded-to in 4.15.1. The replacement of the Jibboom-I Street connection with a Brecut-I connection is mentioned in the context of Response 4.15.20 but only to declare that advancing the timing of this replacement would not mitigate project impacts. There is no response to the comment that the impact of the transportation network change needs to be studied in 4.15.1, 4.15-20 or anywhere else in the FEIR. Without substantial response on the comment that the impact of the proposed transportation network change needs to be evaluated, the DEIR and FEIR are critically deficient.

Response To Comment 4.15.5 Inadequately Addresses The Issue Of Multiple Projects Taking Credit For The Same Limited Mitigation in the Baseline Analysis and Provides No Evidence that All Reasonably Likely Pending Projects Were Reflected in Datasets for the 2013 Analysis

Response 4.15.5 was provided in purported response to our comments now labeled 25-60 and 25-63 by the City. Comment 25-63 pointed out that the number and scale of pending projects in downtown Sacramento appeared likely to exceed the scale of development there that was assumed in the SACMET traffic model forecast that was used in the Year 2013 transportation and circulation impact analysis for the project. Response 4.15.5 indicates that the 2013 employment and household data for the SACMET model were adjusted to reflect all the reasonably foreseeable pending projects. We would hope to accept this part of the response as factual. However, the response does not provide even the most rudimentary verifiable evidence of the adjustment such as a tabulation of the numbers of households and jobs added over and above the original SACMET 2013 totals.

Issue of multiple projects claiming credit for same limited mitigation in baseline analysis is not addressed in 4.15.5 or elsewhere

Comment 25-60 pointed out that other approved but not yet completed projects and other pending projects each have claimed as *their mitigation* the same limited capacity intersection improvements in their own EIRs' "baseline" and 2013 analyses as does the proposed project. The proposed intersection improvements do not have the capacity to mitigate all the projects cumulatively, but each claiming them could individually be mitigated if it were the sole project entitled to the benefit of the mitigation. Response 4.15.5 indicates that impacts of pending projects are fully considered in the 2013 and 2030 analyses. However, the response does not address the fact that there are multiple simultaneous claims on limited-capacity mitigation. This misleads the public to believe that certain intersection traffic impacts of this project would be mitigated at the "baseline" and/or 2013 analysis stages when in fact, the benefit of the same limited-capacity mitigation is being fully claimed as mitigating the traffic impacts of other projects in EIRs being processed concurrently. Since the City has knowledge of all the concurrent EIRs of pending downtown projects, it has an obligation under CEQA to rationalize the competing claims of mitigation through "in-common" limited-capacity mitigation improvements instead of maintaining the fiction that each project could independently be mitigated by the same improvements. If a short-order cook in a diner has only six eggs left and ten customers come in simultaneously and each orders two eggs scrambled, the cook has to tell seven of the customers that there are no more eggs. That is the situation of the City of Sacramento in this matter but the City is not dealing appropriately with the situation or even acknowledging it in this response.

Response To Comment 4.15.6 Is Inadequate

This section of the FEIR purports to respond to our comment labeled by the City as 25-57 as well as the comments of Caltrans and those on behalf of Downtown Plaza LLC regarding failure to fully disclose freeway impacts of the project, failure to mitigate freeway impacts of the project and the failure to disclose disagreement with a Responsible Agency concerning the feasibility of mitigation.

This extensive rambling response appears to be a restatement and of the impact and mitigation conclusions of the DEIR and to completely fail to respond to the comments it purportedly addresses. It is merely a reply to the comments as a form of words, not a substantive response to the comments.

For instance, the response notes that the project will contribute nexus-based fair share fees toward the I-5 – Richards Boulevard interchange improvements. However, the improvement involved only partially mitigates the project's impact. It still does not include components of the interchange improvement that the DEIR identifies as needed to fully mitigate the project's traffic impact but that the City arbitrarily characterizes as infeasible.

The City continues to claim that the project's fair share contribution to funding of the Downtown-Natomas-Airport (DNA) light rail line is a mitigation of the project's freeway impacts. This is despite and without refutation of our comments and Caltrans comments pointing out that the DEIR already fully deducted the travel attracted to the DNA line before estimating freeway impacts, the fact that the project generates 140,000 to 149,000 trips per day which is far greater than the entire capacity of the fully built-out light rail system, the fact that the full DNA line will not be in service until the Year 2030 analysis period and even the Minimum Operable Segment would not be in service for the 2013 analysis period (the MOS is now optimistically scheduled to open in 2014). We also note that elsewhere in Response 4.15.6, the City alleges other proposed freeway mitigation measures are infeasible because environmental documentation on them is not completed. However, the City does not consistently apply this criterion because, at the time of circulation of this FEIR, the environmental documentation on the DNA line had not been certified. Obviously, the City only wants to consider the status of environmental documentation when it reinforces the City's position.

As noted above, the City continues to dispute the feasibility of other potential freeway system mitigations and to assert that therefore, the project's impacts are unavoidable. However, the City fails to notify the public that Caltrans, a Responsible Agency under CEQA, disagrees with the conclusions that identified potential freeway mitigation measures are infeasible. Also, the response fails to acknowledge that the City and other local communities have been actively working with Caltrans to create a plan that would provide mitigation for some of the project's impacts to the State highway system.

CEQA §21002 requires that public agencies not approve projects if there are feasible mitigation measures which would substantially lessen the significant environmental effects of the project. CEQA §21061.1 defines feasible as meaning "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors". This definition does not say that prior certification of an EIR or alternate environmental document is a prerequisite to feasibility. CEQA Guidelines § 15085(e) states that the lead agency is responsible for the adequacy and objectivity of the draft EIR. CEQA Guidelines § 15003(i) requires good faith effort at disclosure. No reasonable and objective person who has read this project's DEIR section on freeway impacts, the comments on that subject and the FEIR response to comments as well as the corresponding sections on freeway impacts, comments and responses in the EIR's for other major downtown Sacramento development projects could possibly conclude that the City has acted objectively and in good faith to discharge its

responsibility to implement feasible mitigation measures for the acknowledged freeway impacts.

Response 4.15-18

This response addresses the portion of our comment 25-57 that pointed out the inconsistency of the City in relying on the SACMET model runs that incorporate the I-5 HOV lanes for the DEIR's future traffic impact projections while at the same time denying the feasibility of those same HOV lanes. In the response, the City continues to deny the feasibility of the HOV lanes. This is despite the facts that SACOG, the regional governmental agency charged with regional transportation planning responsibility saw fit to include them in the future base regional highway network in the SACMET model, despite their inclusion in the Metropolitan Transportation Improvement Plan (MTIP), a document that programs regional transportation funds to future improvement projects and despite the fact that Caltrans, the Responsible Agency, asserts the HOV lanes feasibility.

Response 4-15-19

This response purports to respond to our comment 25-58. A portion of the comment was that in a large number of cases (46 instances) where potential traffic mitigations for significant street segment and intersection traffic impacts were identified, the DEIR used the City's pedestrian friendly streets guidelines to override the General Plan traffic level of service criteria and find the mitigations infeasible. The response points out that in some of these cases, impacts to adjacent properties and financial viability were also considered in the findings of mitigation infeasibility. But this is an overstatement of the level of analysis the DEIR conducted. It is true that virtually wherever a potential traffic mitigation would have required acquisition of right-of-way, the DEIR used this as a further excuse to avoid requirement of the mitigation. However, the DEIR never considered whether, through application of reasonable design exceptions, the proposed mitigation could have been squeezed into the available right-of-way or into a minimal right-of-way taking that would have avoided significant impacts to adjacent properties and the financial viability issues that might have resulted from a greater right-of-way taking.

Our comment went on to observe that it was unreasonable for the City to blindly apply the pedestrian friendly streets guidelines as a blanket consideration for declaring mitigations infeasible (as it did in the DEIR). We observed that the guidelines should reasonably be of great consideration on streets that marginally exceed level of service criteria and/or are of minimal area circulation importance and that they should be of much reduced importance where the level of service standards are severely exceeded and/or on streets of major circulation importance.
The City has responded with technical quibbles – that the predicted delays at intersections operating at more than 20 percent over capacity are unreliable in the analysis method the City has chosen to use and that if conditions were really that bad, drivers would probably go elsewhere. This is pure technical obfuscation. Where traffic exceeds capacity by more than 20 percent, delays will be extremely severe even if the predictions of the methodology used in the DEIR are not precisely accurate in predicting the exact delay. And at anything like the levels of delay predicted in the DEIR, the consequences described in our comment will be experienced. Those effects that we described in our comment 25-58 include

> "significant adverse consequence to area circulation, public safety and public services (such as delays of double the established impact thresholds or more that gridlock traffic, impede emergency service response, and impede other public services like transit and the ability to carry out street, utility and public landscape maintenance)."

Moreover, contrary to the statement in response, drivers on a dense downtown street network where delay is pervasive areawide cannot change routes to avoid delay
The essence of our comment, that the City has acted unreasonably in using the pedestrian friendly streets guidelines as an inflexible criterion to declare potential traffic mitigations infeasible is unrefuted as is the comment that the consequences of lack of traffic mitigation to area circulation, public safety and public services would be significantly adverse.

Response 4.15.20

This is, in part, a reply to a portion of our comment the FEIR numbers 25-59. As part of that comment, we specifically request that the EIR analyze the signalized intersections along W. Capitol Avenue between the Tower Bridge and the interchange with I-80 because the subject project, together with development contemplated in West Sacramento along that route, would likely result in traffic impacts to intersections along that corridor. The response states: "the development contemplated along the connection between the Tower Bridge and I-80 is represented in the SACMET travel demand model and the effect of changes in potential traffic congestion along the route is reflected in the traffic forecasts developed for analysis of the project's potential impacts." This reply is an irrelevant evasion. It does not matter that the development along West Capitol Avenue is reflected in the SACMET model since the City has refused to use it to evaluate the specific intersections along West Capitol Avenue where the subject project would likely have impacts. Hence, the reply is an inadequate response to the issue of the comment.

Response 4.15.20 also purports to respond to the portion of our comment labeled 25-59 that relates to the fact that the DEIR discloses that the Jibboom-I Street intersection would be overwhelmingly significantly impacted in the "Baseline + Project" condition and in the "2013 + Project" condition. The DEIR claims that the replacement of the Jibboom-I Street connection with the Bercut-I Street connection would mitigate these impacts. However, as our comment indicates, the delay in implementing the new connection until the 2030 condition constitutes an inappropriate delay in mitigation since the impacts would occur at the baseline (2008) and 2013 analysis years. Response 4.15.20 now states that the switch from the Jibboom-I connection to the Bercut-I connection is simply a like-for-like replacement of equivalent capacity and that therefore advancing the timing of the replacement would not help mitigate project impacts. The response contradicts the statements of the DEIR and the City cannot have it both ways. Either the replacement of the Jibboom connection by the Bercut connection *does not mitigate* the significant traffic impact or the advancement of the timing of the changed connection *would make the mitigation timely*. The response is clearly inadequate in this respect.

We also reiterate a point previously noted – the replacement of the Jibboom-I Street connection by the Bercut-I Street connection was identified as a fundamental feature of the project description. However, this change is never evaluated in the DEIR. All of the

analysis in the DEIR is conducted with the Jibboom-I Street connection assumed in place. This is a fundamental deficiency of the DEIR and FEIR.

Response 4.15.21

This response was prompted by our comment, now labeled 25-61, regarding signal timing changes proposed as traffic mitigation. The reply explains that, perhaps in response to our similar comments on prior downtown Sacramento EIRs, the signal timing changes were developed using the Synchro traffic software that does consider the effects of timing changes in a multi-intersection systems manner. This is an improvement over prior EIRs. However, as we observed in our comment, Response 4.15.21 admits that the signal timing changes proposed in this EIR at some intersections involve cycle lengths that are inconsistent with the rest of the downtown system. This makes it impossible for the signals at those locations to operate in coordinated progression with the rest of the signals in the downtown system. The response claims that this is only done for signals where there is little through traffic and/or separation between signals that would not justify coordination. However, the response fails to provide any site-specific evidence justifying the inconsistent cycle length treatment on a location-by-location basis. Given the proximity of the project area to the rest of the coordinated downtown signal system, it seems likely that the response has offered a purely theoretical rationalization of why some signals could be operated independently of the system, a rationalization that is unlikely to be applicable to signals in this project area. Because of this, the response is inadequate.

Response 4.15.21 fails to respond to the issue of multiple projects claiming mitigation credit for limited beneficial effect of the same signal timing improvements

Comment 25-61 cites the matter of signal timing modification as a specific instance where multiple projects currently under consideration for approval or recently approved are counting on the limited benefit of signal timing at the same locations as the subject project and others *as mitigation for their own traffic impacts* in their EIRs. The mitigation benefit may be sufficient to mitigate one of the projects but not all of them. Yet the City has allowed each project to claim exclusive benefit of the timing change mitigation and present information the "with project" case in the Baseline and 2013 scenarios as if the individual project's traffic were mitigated without reconciling the competing claims to the same limited mitigation benefit. It is also evident that multiple recently approved or under-consideration projects may have proposed contradictory timing changes for the same location as mitigation for their projects. The City appears to have done nothing to reasonably apportion mitigation benefit or resolve contradictory timing proposals. The FEIR does not respond in Response 4.15.21 or elsewhere to this comment. For this reason also the response is inadequate.

Response 4.15.22

This reply is a series of disconnected statements, purportedly in response to our comment 25-64. The comment concerned the fact that there is no reasonable relationship between the DEIR proposal for project mitigation fee contributions to the DNA light rail and the things

those fee contributions are purported to mitigate – the project's extensive impacts on the freeway system and its impacts at the Richards Boulevard – I-5 interchange

Paragraph 2 of the response observes that off-ramp queue impact 6.12-5 applies to the I-5 – J Street ramp – not a Richards Boulevard ramp. However, we note that the fact this impact is at the J Street ramp does not render any less correct the fundamental point of the comment – that the purported mitigation doesn't relate to the impacts supposedly being mitigated.

Paragraph 1 of Response 4.15.22 claims that no credit was taken for the mitigation for conditions prior to 2014. This statement of the response is proven false by the text of the DEIR. The discussion of mitigation for Impacts 6.12-4 in the "Baseline + Project Initial Phase" condition (nominally Year 2008) states, near the end of the first paragraph of DEIR page 6.12-76:

> "TheCity will mitigate freeway impacts by requiring the project applicant to pay a fair share contribution to fund the Downtown Natomas Airport (DNA) light rail system which will provide an alternative transportation mode."

The discussion of mitigation for Impact 6.12-5, also for the "Baseline + Project Initial Phase" condition also states in the first paragraph of DEIR page 6.2-77:

> "TheCity will mitigate freeway impacts by requiring the project applicant to pay a fair share contribution to fund the Downtown Natomas Airport (DNA) light rail system which will provide an alternative transportation mode."

The discussion of mitigation for impacts to freeway mainline segments (Impact 6.12-3), also for the 2008 "Baseline + Project Initial Phase" condition also states in the last paragraph of DEIR section 6.12-3 near the bottom of DEIR page 6.12-74:

> "TheCity will mitigate freeway impacts by requiring the project applicant to pay a fair share contribution to fund the Downtown Natomas Airport (DNA) light rail system which will provide an alternative transportation mode."

Clearly, the DEIR does lead the public to believe contributions to the DNA line would mitigate project freeway traffic impacts as early as Year 2008 and the response's claim that no mitigation credit is taken until after Year 2014 is proven false by the DEIR's own statements.

Paragraph 3 of Response 4.15.22 attempts to refute our point that providing fees to fund the DNA line would not mitigate the various freeway impacts as claimed because, at the trip generation stage of the analysis, the DEIR has already assumed an extraordinary level of transit ridership for the project based on its location and supposed excellent accessibility to transit service and made corresponding reductions to project traffic generation. All the possible traffic reduction that the supposed mitigation could ever provide has already been assumed in the analysis before the traffic impact was disclosed. Response 4.15.22 attempts to refute this by citing statistics from a SACOG survey showing higher propensity to ride transit in downtown Sacramento than in suburban areas. We acknowledge those statistics but note our point is that those statistics have already been taken into account in the project trip generation analysis and in the SACMET model mode choice forecasts that were applied in evaluation of the various project scenarios. What Response 4.15.22 apparently wants to do is double-count the already acknowledged higher downtown propensity to use transit and that proposition is pure nonsense.

The fourth paragraph of Response 4.15-22 notes that the project area is within a half-mile walking distance of a station on the existing regional light rail system and that trip generation

in the baseline scenario was adjusted at a lower rate for transit use than in the later year scenarios. This paragraph of the response is completely irrelevant since the baseline transit usage the DEIR assumed in the project trip generation was never a point of challenge in our comments.

The closing paragraph of the response states that the assumed mix of travelers to the project is assumed to be the same as the mix of travelers to downtown. This is also irrelevant to the portion of our point to which it apparently is attempting to respond. That point is that many of the travelers on the freeway system who suffer the impacts caused by project traffic are regional travelers who have virtually no opportunity to use the purported mitigation – the DNA light rail line – for their trips. And furthermore, our point is that many of the freeway travelers to the project come from corridors of the region not served by the DNA light rail line who also have virtually no opportunity to use DNA for their trip, particularly in the period before 2014 when DNA will not be in service and also in the period between 2014 and sometime post 2020 when only the minimum operable segment of DNA between the project area and downtown will be in service. Hence the response that project travelers have about the same mix as downtown is irrelevant.

In summary, Response 4.15 22 is demonstrated to be a jumble of irrelevancy and falsehood. The response to comment 25-64 is therefore inadequate.

Response 4.15.23

Our comment 25-65, to which 4.15.23 replies, concerned the serious problems that would result from queue backups from the many intersections that the DEIR projects will operate at LOS F in the peak periods. The City's response is that, although its traffic analysis software produces information about queues, its EIRs only look at queues on freeway ramps, not from other City street intersections because at intersections it is illegal for queues to back up into the intersections. This response is worse than a pure nonsense evasion. It demonstrates an irresponsible and reprehensible disregard for the potential impacts of excessive queuing that not only include impacts on area circulation and traffic safety but, as we noted elsewhere in our comments on the failure to mitigate traffic impacts at significant numbers of intersections (see comment 25-58), also extend to adverse consequences to public safety and public services (such as impedance to emergency service response, and impedance to transit operations). Response 4.15.23 is inadequate.

Response 4.15.24

This section replies to our comment 25-66. That comment cited the acknowledged fact that the project would cause other traffic to reroute to streets and highways that it wouldn't otherwise use and that, given the scale of the project, the extent of the rerouting would be substantial, and that this was reason to believe that the project would likely have impacts on parts of the freeway loop surrounding central Sacramento that had not been studied in the DEIR. The conclusive point of the comment is that this diversion is additional reason why the remaining parts of the freeway loop around central Sacramento must be studied. We now also note that this same reason reinforces the validity of our requests elsewhere in the comments that intersections in West Sacramento across the I Street Bridge and along West Capitol Avenue be studied. The reply acknowledges that diversions of non-project traffic

would occur but then refers to response 4.15.1. The essence of that response, in part, states: "It is not feasible to study every transportation implication of a large expansion of the desne urban core in downtown Sacramento, as the proposed project represents." This response is absolutely not in keeping with CEQA's requirement of a good-faith effort at full disclosure. There is considerable evidence in other EIRs known to the City of Sacramento that other elements of the freeway ring surrounding central Sacramento not studied in the subject DEIR are capacity-challenged and likely to be impacted by project traffic or diversions of other traffic caused by project traffic. Caltrans has also made a request that the DEIR study all other elements of the central freeway loop. The FEIR response and the DEIR are both inadequate because of the failure to properly address these issues.

Response 4.15.25

This section replies to our comment 25-57. That comment concerned the lack of a full traffic analysis for the Maximum Residential scenario project alternative. The comment stated as reasoning why a full analysis is needed the fact that that because residential use has different origin-destination and time-of-day directional trip patterns than office use, the residential alternative would possibly impact different locations or the same locations in different peak periods as compared to the Maximum Office scenario that was subjected to a more detailed (albeit, as noted herein and in our previous comments, not fully adequate) traffic impact analysis. Because the Maximum Residential scenario had not really been analyzed, the City has no idea how much less traffic impact the Maximum Residential scenario would be than the Maximum Office scenario (we agree with the City's intuition that, on the whole, the Maximum Residential scenario would have lesser traffic impacts) and thus is deprived of crucial information that might support adopting the Maximum Residential scenario instead of the Maximum Office scenario. It must be noted that the Maximum Residential scenario is a full "Project Alternative" that could be approved as The Project under this EIR; it is not simply an "Alternative To The Proposed Project" that can be less rigorously studied under the more lenient requirements of Guidelines § 15126.6 (d).

The City's reply in Response 4.15.25 is to reiterate its original acknowledgment of not performing a detailed traffic analysis for the Maximum Residential scenario and its rationalization for not performing a traffic analysis – that the traffic impacts of the Residential Alternative would intuitively be less than those of the Maximum Office Alternative and that is all that needs to be known. This rationalization and reply does not respond substantively to the observations that:

1. in the comment that the traffic impacts of the Maximum Residential scenario, though probably less than the Maximum Office scenario, might be different and this should be disclosed to the public, and
2. that full disclosure of how significantly less the traffic impacts of the Maximum Residential scenario would be might lead the public and public policy makers to support approving this Residential scenario instead of the Office scenario the failure to provide this information in the DEIR is a significant flaw.

For these reasons the FEIR response and the DEIR analysis are both deficient.

Response 4.15.26

This section purports to reply to our comment 26-68 and a similar comment by the Sacramento City Unified School District (comment 18-31). Our comment is that the DEIR lacks comprehensive assessment of overall traffic impact conditions in the sense that traffic impacts and mitigation (or lack of effective mitigation) are considered only on an individual site-by-site basis; there is no overall synthesis of what all the individual site traffic impacts plus their mitigation or lack of mitigation, considered together as a whole, mean for the City and the region affected by the project.

Response 4.15.26 replies that the DEIR analyzed the whole of the project, analyzed its impacts over a broad area of the region, and extensively disclosed traffic impacts, mitigation measures and impacts that remain significant and unavoidable. However, none of Response 4.15.26 responds to the substance of comment 26-68 which is that the DEIR contains no overview synthesis what all the individually disclosed traffic impacts, mitigation measures or lack of mitigation measures mean when considered as a whole. CEQA Guidelines § 15003 (h) provide that "the lead agency must consider the whole of an action, not simply its constituent parts, when determining whether it will have a significant effect". Had the DEIR complied with this article of the Guidelines, as noted in our original comment 26-68,

> "if such a comprehensive assessment were written based on the information in the DEIR now, it would conclude that, at each analysis stage, the project would result in a large area of central Sacramento being affected by a circulation system that is significantly impacted and unmitigated, one that is impacted so severely as to gridlock a large portion of the area, and so severely as to impact public safety, emergency services and other services."

Due to the failure to substantively respond on this issue, both the FEIR response and the DEIR are deficient.

Conclusion

This completes my comments on the Railyards FEIR. For the above reasons, I believe the FEIR and DEIR are severely inadequate relative to Transportation And Circulation section and that the document cannot be certified in its present state.

Sincerely,

Smith Engineering & Management
A California Corporation

Daniel T. Smith Jr., P.E.

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10 December 2007

TO: Bill Kopper JD

RE: Review of Railyards Specific Plan FEIR Hydrology and WSA

As requested, I have reviewed the FEIR response to our comments, specifically regarding project related impacts on site hydrology, contaminant transport, storm water drainage and water supply, as contained in the Executive Summary & Project Description, Soils, Hazardous Substances, Hydrology and Water Quality, Public Utilities and the associated Water Supply Assessment (WSA, Appdx. M) and Summary of Environmental Effects (Table 2.1) sections of the Railyards Specifc Plan Final EIR in Sacramento.

Some responses remain confusing or incomplete, as noted below.

1. The efficacy and completion criteria for the remediation effort are not in question, and the regulatory agencies governing this activity are respected and competent. However, as noted in the DEIR and again in this document, project development depends on completion of acceptable remediation efforts. Project approval should not be provided until the final remediation activities are complete, which is only 2-3 years from now according to the DEIR. Again, a project timeline would also help in providing a more clear picture of task completion and project development dates.

2. The runoff calculations provided in section 4.9 are appreciated. However, it is unclear what is meant by a mean storm depth of 0.55 inches resulting in 0.712 inches of runoff. Is the mean storm 0.55 inches per hour? Day? Either way, the numbers do not work out. There is some information missing from the explanation. Also, in one sentence the impervious area is estimated at 80% of the project area and in the following sentence the estimate is 85% of the project area. While I assume that competent hydrologists will be available to assess rainfall/runoff rations for the site, a better explanation is required to make this analysis understandable to the average citizen.

3. The responses/FEIR spends considerable time in explaining the approach to the design and functional aspects of the cistern system. The respondent explains in detail that the first 5 acre feet of the runoff from the mean storm will be diverted to the city storm water system and the remaining 8.09 acre feet would be conveyed to the second chamber of the cistern for settling/treatment before discharge to the Sacramento River. Whether the first 5 acre feet of a storm truly represents a first flush volume is

unclear, since this represents only 35% of the mean storm. However, assuming that the first 35% contains the bulk of the contaminants, the entire functional design of the system is based on the "mean storm". This means, of course, that 50% of the storms are of greater intensity than the design storm and therefore a significantly smaller percentage of the runoff would be captured and diverted to the CSS for treatment. While I understand that the final design of the cistern is not complete or approved, and that a final design may take larger storms into consideration, this approach to storm water management is inadequate (I understand that the design of the expanded CSS takes the 10-year storm into consideration, however, this storm intensity is not addressed in the cistern design explanation). In any case, a 2.7 acre, 10 foot deep cistern seems like an unwieldy idea.

4. Onsite treatment alternatives were glossed over in section 4.9 response (page 210). However, onsite infiltration, use of bioswales, porous pavers etc. would reduce runoff, therefore reduce the required cistern volume and would improve runoff water quality. These ideas should not be dismissed in the project plan as mere suggestions, but should rather be incorporated into the project design, in keeping with water conservation efforts and the emphasis on low impact development in California.

5. The expansion of the City CSS infrastructure to convey additional wastewater and stormwater generated by the project remains speculative. While I have no specific reason to believe the expansion won't happen, nor is assurance provided that the proposed expansion will be approved and funded.

6. Consideration of climate change in relation to its effects on flooding potential or future water supply was dismissed despite the growing body of literature available. Given the devastation experienced in other parts of the country due to flooding, and the likelihood of flooding disasters in other reaches of the Sacramento River Delta area, I would think that project planners and City managers would like avoid the cost of disaster mitigation by incorporating some contingency plans, or at least consideration of the effects of climate change in a development so close to the Sacramento River.

Climate Change References

DWR. 2005. CA Water Plan Update 2005: A Framework for Action. Strategic Plan.
DWR. 2006. Progress on Incorporating Climate Change into Planning and Management of California's Water Resources. Technical Memorandum Report.
Western United States. *Journal of Climate* 19:4545-4559.

RICHARDS BOULVARD REDEVELOPMENT PLAN AMENDMENT AND RAILYARDS REDEVELOPMENT PLAN ADOPTION

INITIAL STUDY

This Initial Study has been required and prepared for the Redevelopment Agency of the City of Sacramento, 1030 15th Street, Second Floor, Sacramento, California 95814, pursuant to Title 14, Section 15070 of the California Code of Regulations; and the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the Redevelopment Agency of the City of Sacramento.

ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into the following sections:

SECTION I - BACKGROUND: Page 3 - Provides summary background information about the project name, location, sponsor, and the date this Initial Study was completed.

SECTION II - PROJECT DESCRIPTION: Page 5 - Includes a detailed description of the Proposed Project.

SECTION III - 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 IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: Page 75 - 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 V - DETERMINATION: Page 77 - 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.

REFERENCES CITED: Page 79

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SECTION I - BACKGROUND

Project Name, File Number: Richards Boulevard Redevelopment Plan Amendment and Railyards Redevelopment Plan (Railyards Plan) Adoption (M07-053)

Project Location: The existing Richards Boulevard Redevelopment Project Area consists of approximately 1,068 acres, located south of the American River, east of the Sacramento River, and just north of the Central City, plus the area within the proposed Railyards Redevelopment Project Area (described below), which is to be amended out of the existing Richards Boulevard Redevelopment Project Area.

The Railyards Redevelopment Project Area would consist of approximately 300 acres, generally bounded by the Sacramento River on the west, North B Street on the north, and I street on the south. The eastern boundary varies between 7th Street and 12th Street. The proposed Railyards Project Area is currently included within the Richards Boulevard Redevelopment Plan Area.

Project Applicant:	Redevelopment Agency of the City of Sacramento 1030 15th Street, Second Floor Sacramento, California 95814
Project Manager:	Rachel Hazlewood, Senior Project Manager Redevelopment Agency of the City of Sacramento 1030 15th Street, Second Floor Sacramento, California 95814 Phone (916) 808-8645 Fax (916) 808-8161 rhazlewood@cityofsacramento.org
Environmental Planner:	Scott Johnson, Associate Planner Environmental Planning Services City of Sacramento Development Services Department 2101 Arena Blvd., Second Floor Sacramento, CA 95834 Phone (916) 808-5842 Fax (916) 566-3968 SRJohnson@cityofsacramento.org
Environmental Consultant:	Gail Ervin Consulting 8561 Almond Bluff Court Orangevale, CA 95662-4419 Phone (916) 989-0269 Fax (916) 987-0792 info@ervinconsulting.com
Initial Study Completed:	**October 25, 2007**

SECTION II - PROJECT DESCRIPTION

PROJECT LOCATION

Both the proposed amended Richards Boulevard Redevelopment Project Area (Richards Blvd. Project Area) and the proposed Railyards Redevelopment Project Area (Railyards Project Area) are located within the boundaries of the City of Sacramento, California (Figure 1).

The amended Richards Blvd. Project Area (Figure 2) would consist of approximately 1,068 acres located south of the American River, east of the Sacramento River, and just north of the Central City and the proposed Railyards Redevelopment Project Area, discussed below. The proposed Railyards Project Area (Figure 3) would consist of approximately 300 acres, generally bounded by the Sacramento River on the west, North B Street on the north, and I street on the south; the eastern boundary varies between 7th Street and 12th Street. The project would not expand the land area subject to redevelopment.

PROJECT BACKGROUND

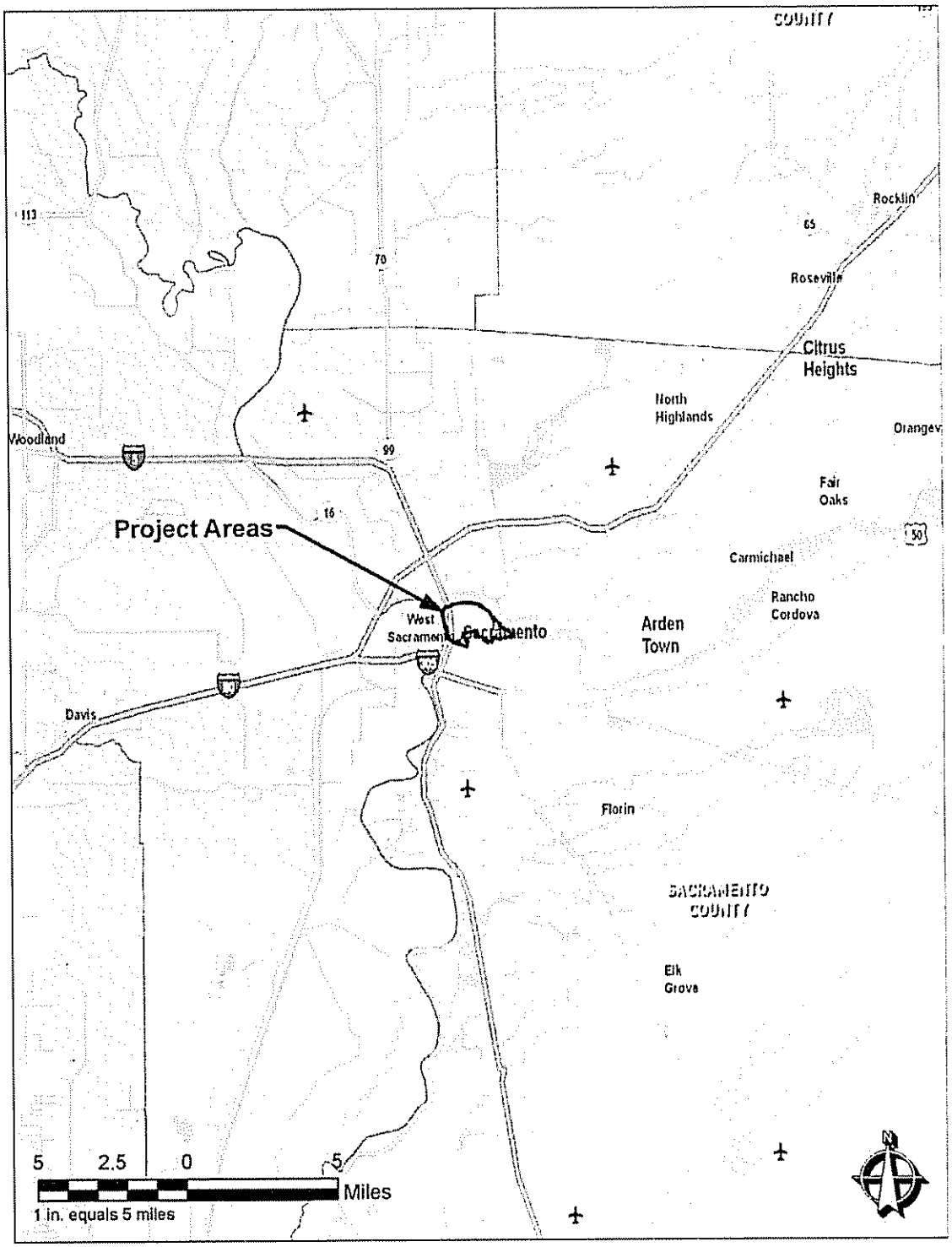
The Richards Boulevard Redevelopment Plan was originally adopted on July 17, 1990, by Ordinance No. 90-037, by the Redevelopment Agency of the City of Sacramento (Agency). It took effect on August 16, 1990. The plan has been amended six times, including in 1996 to add territory. The current Richards Boulevard Redevelopment Project Area (Richards Project Area) encompasses approximately 1,368 acres and consists primarily of commercial, industrial, and public land uses. The proposed Railyards Project Area is currently located within this Project Area.

The Railyards Project Area contains the Sacramento Union Pacific Railyards and several historic buildings that were the heart of the City's early industrial movement in the late 1800s. Efforts to redevelop the Railyards area over the past 17 years have not resulted in any substantive change due to unique obstacles that make it different from the rest of the existing Richards Project Area. These obstacles include:

- Almost complete lack of infrastructure
- The need to realign the levee system in the Railyards
- Contamination and the higher costs of development related to mitigation of the contamination
- Historic preservation issues and costs
- Time and cost issues related to realignment and removal of railroad tracks

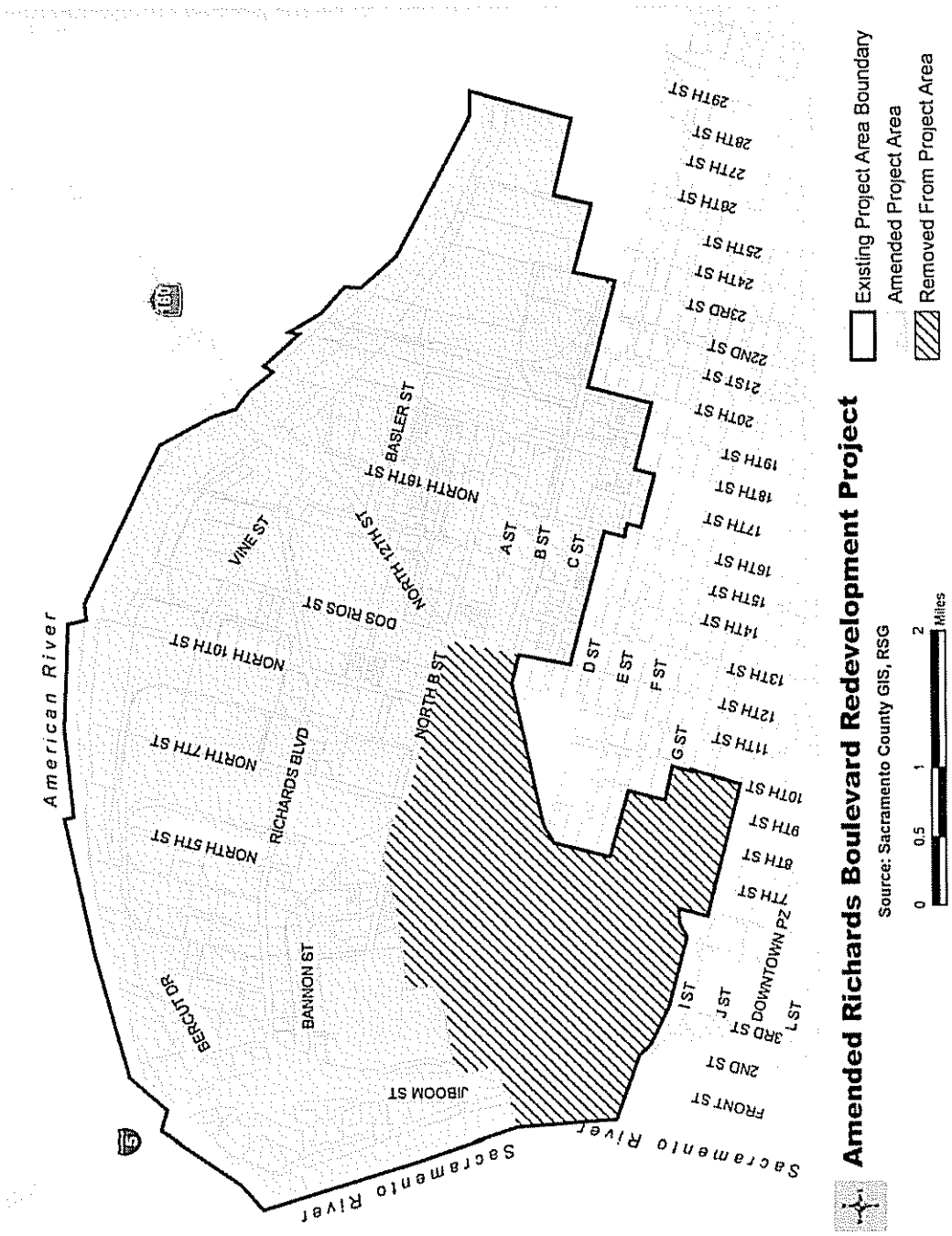
It is anticipated that the establishment of a separate and distinct redevelopment plan for the Railyards area will result in the following benefits:

- Will release tax increment generated by the sale of the Railyards property back to the taxing entities and reset the tax basis at a higher level
- Will expedite redevelopment adjacent to Downtown Sacramento



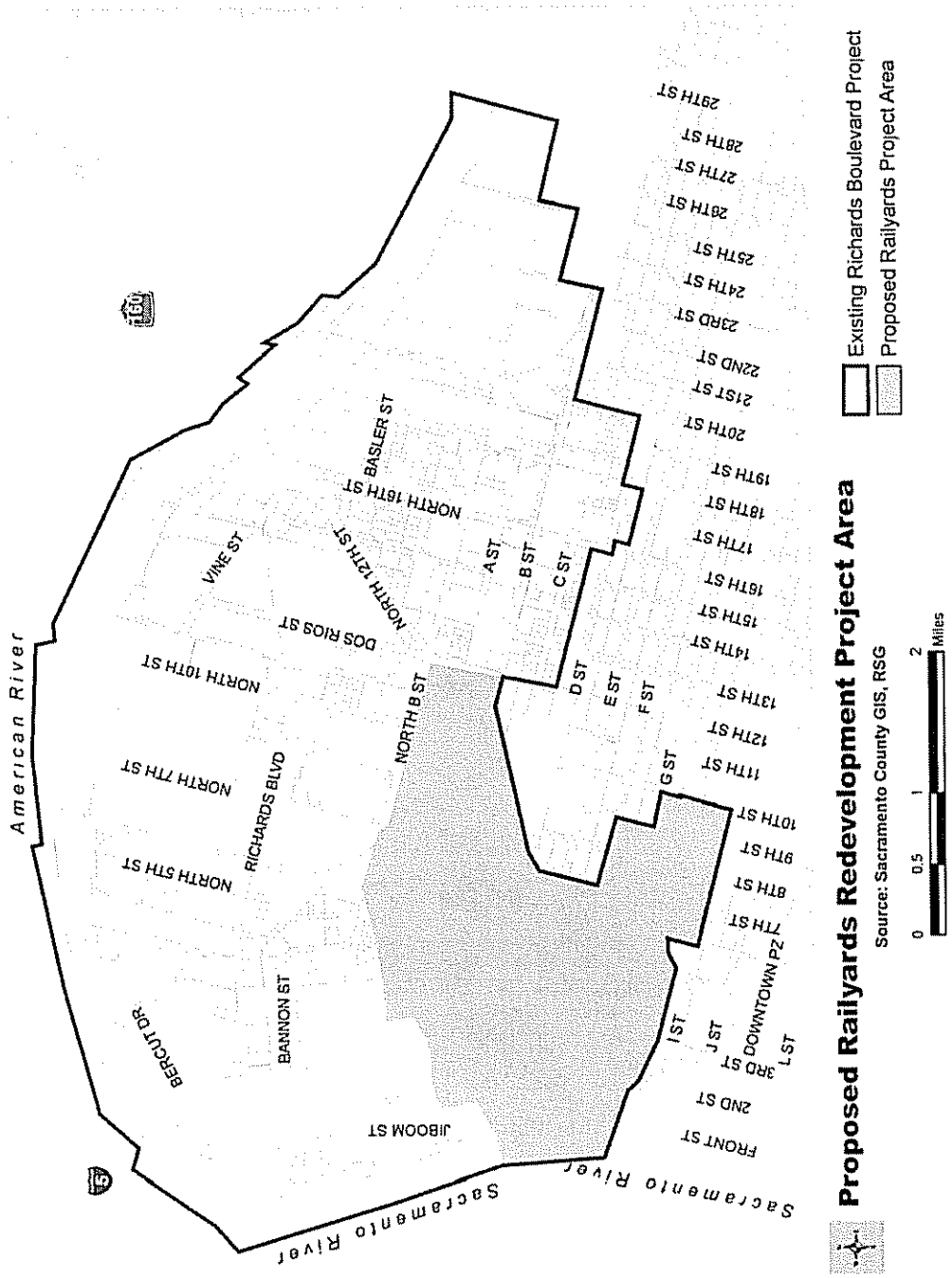
Source: Ervin Consulting. 2007

FIGURE 1
PROJECT VICINITY



Source: RSG, 2007

FIGURE 2
AMENDED RICHARDS BOULEVARD REDEVELOPMENT PROJECT AREA BOUNDARIES



Source: RSG, 2007

FIGURE 3
PROPOSED RAILYARDS REDEVELOPMENT PROJECT AREA BOUNDARIES

- Will make more funding options possible for the development of transportation infrastructure due to the longevity of these types of funding mechanisms
- Will assist in relieving infrastructure capacity problems (sewer, traffic, stormwater) of Downtown Sacramento and the existing Richards Area by spreading the "fair share" among another area

PROJECT COMPONENTS

The proposed project is the amendment of the Richards Boulevard Redevelopment Plan, and the adoption of a new Railyards Redevelopment Plan. The Railyards portion of the existing Richards Boulevard Project Area will be deleted from the Richards Project Area and established as a separate redevelopment Project Area (Railyards Project Area). This would allow the adoption of a new Redevelopment Plan for the Railyards Redevelopment Project Area. The Richards Boulevard Project Area will be amended to reflect the boundary change, and renamed as the River District Redevelopment Project Area.

Project Objectives

The principal purposes to be accomplished by establishing the Railyards Project Area as a separate and distinct redevelopment area are:

- To enable the Railyards area to be developed and to provide support and assistance to that development as feasible, necessary, and appropriate
- To protect the remaining Richards Blvd. (River District) Project Area from the costs and other development constraints particularly affecting the Railyards area

Richards Boulevard Redevelopment Plan

The only changes proposed to be made to the existing Richards Boulevard Redevelopment Plan are the removal of the Railyards Project Area territory from within the boundaries of the existing Richards Blvd. Project Area and the name change for the Project Area to the "River District Redevelopment Project Area."

Railyards Redevelopment Plan

General Statement of Proposed Planning Elements

The proposed Railyards Plan envisions that planning elements to be contained in the redevelopment plan will be identical to the applicable provisions of the City of Sacramento General Plan (General Plan) and all other state and local codes and guidelines, as they may be amended. The Railyards Project Area is also currently subject to the Railyards Specific Plan, which was adopted in 1994 and is being updated in 2007 to reflect the current proposed development for the Railyards area. As such, this Railyards Plan will refer only to the General Plan.

Within the Railyards Project Area, land uses must be those permitted by the General Plan, as they exist today or are later amended.

General Statement of Proposed Layout of Principal Streets

Figure 3, above, presents the principal streets within the Railyards area. These include I-5, North B Street, H Street, and 7th Street. If the Railyards Plan is adopted, these and other existing streets may be widened or otherwise modified and additional streets may be created as necessary for proper pedestrian and/or vehicular circulation in a manner consistent with the General Plan

The layout of principal streets and those that may be developed in the future shall conform to the General Plan as currently adopted or later amended.

General Statement of Proposed Population Densities

If the Railyards Plan is adopted, permitted densities within the Railyards Project Area must conform to the General Plan, as currently adopted or as later amended, and other applicable codes and ordinances. The Railyards Plan does not propose any changes to permitted population densities.

General Statement of Proposed Building Intensities

Building intensity will be controlled by limits on the:

- Percentage of the building site covered by the building (land coverage)
- Size and location of the buildable area on the building site
- Height of the building

The limits on building intensity will be established in accordance with the provisions of the General Plan, as currently adopted or later amended. The Railyards Plan does not propose any changes to current controls on building intensities.

General Statement of Proposed Building Standards

Building standards must conform to the building requirements of applicable codes and ordinances.

Attainment of the Purposes of Redevelopment Law

Redevelopment of the Railyards Project Area would attain the purposes of the California Redevelopment Law by alleviating blighting conditions that government agencies and/or the private sector cannot reasonably be expected to alleviate without the assistance of redevelopment. The purposes of the CRL would be attained through:

- The provision of opportunities for the participation of owners and tenants in the revitalization of their properties
- The elimination or alleviation of blighting influences and environmental deficiencies
- The installation of new or replacement of existing public improvements, facilities, and utilities in areas that are currently inadequately served with regard to such improvements, facilities, and utilities
- The development and rehabilitation of housing in the Railyards Project Area and the City of Sacramento for low- or moderate-income persons and families

- The replanning, redesign, and development of undeveloped or underdeveloped areas which are stagnant or improperly utilized
- The encouragement of modern, integrated development with improved pedestrian and vehicular circulation

Consistency with the General Plan of the City

Because land uses, transportation, and other development standards proposed for the Railyards Project Area incorporate existing General Plan policies, the Railyards Plan would be consistent with the General Plan. The Railyards Plan does not propose to institute additional land use policies not otherwise permitted by the General Plan, or other applicable codes and guidelines.

Proposed Public Improvement Projects

The following public improvements projects may be provided in the Railyards Project Area:

1. Traffic/Circulation

   a. The construction, reconstruction, widening or other improvement of streets and roadways within or serving the Project Area;

   b. The installation or modernization of traffic signals on streets and roadways within or serving the Project Area;

   c. The realignment of the levee system within the Project Area to allow cohesiveness and better circulation within the area;

   d. The realignment or removal of railroad tracks within or serving the Project Area;

   e. The construction, reconstruction or other improvement of curbs, gutters and sidewalks along or adjacent to streets and roadways within or serving the Project Area; and

   f. The installation, construction, reconstruction or other improvement of bridges, over or underpasses, and street medians, as well as bicycle paths, bus shelters and other improvements that facilitate multi-modal public transportation.

2. Water, Sewer, and Flood Control

   The installation, construction, reconstruction or other improvement of water, sewer and storm drainage systems and lines (collection, treatment and/or delivery) within or serving the Project Area, including the acquisition of new water sources.

3. Parking

   The installation, construction, reconstruction or other improvement of both on-street and surface parking spaces and lots, as well as structured parking facilities, within or serving the Project Area.

4. Streetscape and Street Lighting

   The installation of new, or repair or replacement of existing, landscaping and irrigation, street lighting, gateways and other signage, street furniture, trash receptacles, planters, murals and other amenities within or serving the Project Area.

5. Utilities

   The installation of new, or repair or replacement of existing, electrical distribution systems, natural gas distribution systems, and cable television and fiber optic communication systems; where feasible, said utilities shall be placed underground.

6. Parks, Open Space, and Community Facilities

   The installation, construction, reconstruction or other improvement of parks, open spaces, school facilities, fire and police facilities, libraries, cultural centers, community centers, plazas, recreational facilities, and playgrounds.

REQUESTED ENTITLEMENTS

The Redevelopment Agency would take the following actions for project approval:

- Certify the Environmental Impact Report (EIR) and adopt Findings and a Mitigation Monitoring Plan (MMP)

The City of Sacramento would take the following actions:

- Adopt the Seventh Amendment to the Richards Boulevard Redevelopment Plan
- Adopt the Railyards Redevelopment Plan

The EIR will serve as the California Environmental Quality Act (CEQA) compliance document for the Richards Boulevard Redevelopment Plan amendment, the Railyards Redevelopment Plan adoption, and for subsequent actions by the Agency in furtherance of both redevelopment plans.

The EIR will be used by the following public agencies and boards in the approval of implementation activities under both redevelopment plans:

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

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

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

saying you will have to tax increment bonds

GENERAL REDEVELOPMENT OBJECTIVES

The current Richards Boulevard Redevelopment Plan objectives would continue to apply to the Richards Boulevard (River District) Project Area, as follows:

- The elimination and prevention of the spread of blight and deterioration and the conservation, rehabilitation, and redevelopment of the Project Area in accordance with the General Plan, specific plans, this Redevelopment Plan, and local codes and ordinances.
- The promotion of new and continuing private sector investment within the Project Area to prevent the loss of and to facilitate the capture of commercial sales activity.
- The achievement of an environment reflecting a high level of concern for architectural, landscape, and urban design objectives of this Redevelopment Plan.
- The consolidation of facilities of the providers of social services within the Project Area to achieve compatibility with commercial development and to more effectively serve the population.
- 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 Project Area.
- The provision for increased sales, business license, and other fees, taxes, and revenue to the City of Sacramento.
- The creation and development of local job opportunities and the preservation of the area's existing employment base.
- The replanning, redesign, and development of areas which are stagnant or improperly utilized.

- 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 Project Area.
- The expansion of the community's supply of housing (inside and outside the Project Area), including opportunities for low- and moderate-income households.
- The reduction of the City's annual costs of the provision of local services to and within the Project Area.

The following objectives would be adopted for the proposed Railyards Project Area:

- Eliminate blighting influences and correct environmental deficiencies in the Project Area, including, among others, buildings in which it is unsafe or unhealthy for persons to live or work, conditions that substantially hinder the viable use and capacity of buildings and lots, impaired investments, high business vacancies, and inadequate or deteriorated public improvements, facilities, and utilities.
- Strengthen the economic and employment base of the Project Area and the community by removing impediments to and encouraging new residential and commercial development and other private investment.
- Improve public facilities and infrastructure, including providing adequate access to the site and infrastructure that meets modern health and safety standards, provide adequate land for parks and open spaces, and promote an overall environment for social and economic growth.
- Implement design and use standards to assure high aesthetic and environmental quality and provide unity and integrity to developments within the Project Area, preserving historic resources where feasible and promoting public transit access and use.
- Encourage the cooperation and participation of residents, businesses, public agencies and community organizations in the redevelopment and revitalization of the Project Area.
- Increase, improve and preserve the community's supply of housing available to extremely low, very low, low and moderate income persons and families.

GENERALLY AUTHORIZED PROGRAMS AND ACTIVITIES

The Richards Boulevard (River District) Plan would continue to authorize, and the proposed Railyards Plan would provide authorization for, the following programs and activities in order to implement the above goals:

1. Participation in the redevelopment process by owners and occupants of properties located in the project areas, consistent with the Plans and rules adopted by the Agency
2. Acquisition of real property by the Agency
3. Management of property under the ownership and control of the Agency

4. Relocation assistance to displaced occupants of property acquired by the Agency in the project areas
5. Demolition or removal of buildings and improvements in the project areas
6. Installation, construction, expansion, addition, extraordinary maintenance or reconstruction of streets, utilities, and other public facilities and improvements
7. Disposition of property by the Agency for uses in accordance with the Plans
8. Redevelopment of land by private enterprise and public agencies for uses in accordance with the Plans
9. Rehabilitation of structures and improvements by present owners, their successors, and the Agency
10. Rehabilitation, development or construction of low- and moderate-income housing within the project area and/or the City
11. Providing for the retention of controls and establishment of restrictions or covenants running with the land so that property will continue to be used in accordance with the Plans.

Authorized Public Infrastructure Projects

The Agency is authorized to install and construct, or to cause to be installed and constructed, the public improvements, facilities, and utilities (within or outside the Project Areas) necessary to carry out the Plans

SECTION III – ENVIRONMENTAL CHECKLIST AND DISCUSSION

1. LAND USE

Would the proposal.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
A) 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
B) Affect agricultural resources or operation (e g , impacts to soils or farmlands, or impact from incompatible land uses?)			X

ENVIRONMENTAL SETTING

The amended Richards Boulevard Project Area and the Railyards Project Area are located within the boundaries of the City of Sacramento, California. The project areas combined are roughly bounded by the American River Parkway on the north, I Street and the Union Pacific Railroad embankment on the south, the Sacramento River on the west, and the extension of 20th Street on the east.

The project areas feature a mixture of residential, commercial, office, and industrial uses, in addition to open space areas along the American and Sacramento River Parkways that make up the areas' northern and western boundaries. Most of the area supports warehouses and distribution facilities, which occupy most of the frontage along Richards Boulevard. In addition, warehouse and distribution structures are noticeable north and south of Richards Boulevard, on North 3rd, North 5th, and North 10th streets and Dos Rios Boulevard, south on North 7th Street, and north on Sequoia Pacific Boulevard. Warehouse and distribution facilities also are prevalent along North B Street, Vine Street, North 12th Street, 16th Street and the southern boundary of the River District Area. Industrial uses are also highly visible in the area, primarily processing and fabrication activities such as:

- The Capitol Station District 65, LLC site, north of Richards Boulevard
- The State Printing Office located south of Richards Boulevard
- The Martin Sprocket and Gear opposite Dos Rios School
- The California Almond Exchange in the southeastern corner of the area
- The General Produce Distribution facility located at 14th Street and North B Street.

Riverfront areas beyond the northern and western edges of these areas are heavily vegetated. Although the levee blocks views of the American and Sacramento rivers from ground level, the trees along the riverbanks are visible above the levee and provide a strong

visual suggestion of the rivers' proximity. The Lower American River, classified by the State as a "recreational" river within the State and Federal Wild and Scenic River System, is designated by the American River Parkway Plan as a Protected Area. The project areas include the Tiscornia Park and Jibboom Street East portions of the Parkway's Discovery Park Area. The Sacramento River area is protected under the Sacramento River Parkway Plan.

The Railyards Area is a large, contaminated former railyard that is undergoing remediation and planning for redevelopment. Final plans have not been adopted yet for this area, although General Plan and Community Plan designations have been adopted based on prior concept plans. Environmental review is being conducted on a proposed Railyards Specific Plan update, and new land uses are anticipated to be adopted by November 2007. These proposed land uses contain a mix of commercial, office, residential, entertainment, public, and inter-modal transportation uses, as well as a simplified transportation network.

The City of Sacramento treats the discussion of land use and planning effects differently from technical environmental issues. Any indirect physical impacts associated with development that may be encouraged by redevelopment activities would be addressed in the appropriate environmental sections of this Initial Study and the EIR.

STANDARDS OF SIGNIFICANCE

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

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A AND B

All planning elements to be contained in the amended Richards Boulevard Project Area and in the Railyards Project Area must, by law, be consistent with the provisions of the City's General Plan and all other state and local codes and guidelines, as they may be amended from time to time.

Within the Richards Boulevard Project Area, permitted land uses are only those permitted by the General Plan, as it exists today or in the future. Currently, the General Plan permits the following uses in the proposed Richards Boulevard Project Area:

- Heavy Commercial
- Highway Commercial
- Industrial
- Industrial Highway Commercial
- Industrial-Residential
- Neighborhood Commercial
- Office
- Parks/Open Space
- Residential
- Residential Office
- Service Commercial

Within the Railyards Project Area, permitted land uses will be the same as those permitted by the General Plan, as it exists today or is later amended. Currently, the General Plan permits the following uses in the Railyards Area:

- Highway Commercial
- Office
- Residential Office
- Service Commercial
- Transportation/ Rail Intermodal

Redevelopment activities will not result in alteration of planned land uses in the project areas. On sites that are currently vacant, development in accordance with existing land use regulations will alter the undeveloped nature of that given site. Intensification of existing land uses within the project areas is anticipated to occur, especially adjacent to areas opened up by improved circulation within the Railyards area. Any intensification that may occur must be consistent with adopted land use policy in place at the time of project approval.

The City of Sacramento General Plan is a policy guide for physical, economic, and environmental growth and renewal of the City. The General Plan is comprised of goals, policies, programs, and actions that are based on an assessment of current and future needs and available resources. The document is the City's principal tool for evaluating public and private projects and municipal service improvements. The Richards Boulevard Plan Amendment and the Railyards Plan Adoption provide that all land uses to be permitted within the project areas must be consistent with the City's General Plan, as it currently exists or as it may be amended, and as implemented and applied by City ordinances, resolutions, and other laws.

All construction in the project areas must also comply with all applicable state and local laws in effect from time to time, including the City of Sacramento Comprehensive Zoning Code (Zoning Code). The purpose of the City's Zoning Code (City Municipal Code Chapter 17) is to regulate the use of land, buildings, or other structures for residences, commerce, industry, and other uses required by the community. Additionally, it regulates the location, height, size of buildings or structures, yards, courts, open spaces, and amount of building coverage permitted in each zone. The Zoning Code also divides the City of Sacramento into zones of such shape, size, and number best suited to carry out these regulations, and to provide for their enforcement, and ensure the provision of adequate open space for aesthetic and environmental amenities. All proposed redevelopment activities generally conform to the Zoning Code. Therefore, the proposed redevelopment plans will be consistent with adopted land use goals and policies.

The project areas are within an urbanized area and are not considered to be suitable for agricultural use. Agricultural zoning or resources are not located within or adjacent to the project areas, thus the proposed project would have no effect on agricultural resources or operations.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

Redevelopment activities and redevelopment engendered development would be consistent with adopted land use designations for the area, and would have no effect on agriculture. Consistency with adopted plans and policies will be further discussed in the EIR.

2. POPULATION AND HOUSING

Would the proposal

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
A) Induce substantial growth in an area either directly or indirectly (e g , through projects in an undeveloped area or extension of major infrastructure)?			X
B) Displace existing housing, especially affordable housing?			X

ENVIRONMENTAL SETTING

Population and housing is considered a socio-economic, rather than a physical impact on the environment. CEQA does not require review of socio-economic impacts, except where a clear chain of cause and effect results in physical impacts. The City has developed policies and plans to provide for long-term population and housing needs, with documents such as the General Plan and Central City Community Plan. Socio-economic needs such as low-income housing are addressed through the use of at least 20% of all increased property taxes (tax increment) generated to provide for housing in the project vicinity. In addition, individual development projects are required to pay into the Housing Trust Fund, which provides funding for the development of low- and moderate-income housing in the City.

STANDARDS OF SIGNIFICANCE

The City of Sacramento treats the discussion of population and housing effects 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 and the EIR.

ANSWERS TO CHECKLIST QUESTIONS

QUESTION A

Redevelopment activities and development encouraged by redevelopment have the potential to encourage localized daytime population growth in the project areas' employment market by providing additional jobs that would otherwise locate elsewhere. Residential development and rehabilitation occurring within the project areas would increase the permanent population of the area. Increases in population are expected to occur gradually over time as public improvements and development progresses, and be within the anticipated population levels identified in the City's General Plan and Central City Community Plan. There is no change in land use or zoning proposed as part of the Richards Boulevard Plan Amendment or the creation of the Railyards Redevelopment Plan. Although major infrastructure improvements are anticipated for the Railyards Area, this is intended to improve an infill location rather than expanding infrastructure outside the City's existing service area. The proposed Richards Boulevard Plan Amendment and Railyards

Redevelopment Plan Adoption would not result in changes in population beyond those identified in regional and local population projections, and are would be consistent with the City's Smart Growth policies to encourage infill development and brownfield redevelopment.

QUESTION B

Providing housing for persons of low- and moderate-incomes is an objective of redevelopment, which provides assistance in the reconstruction or rehabilitation of dilapidated structures, and provides developer incentives for the construction of new housing. Some relocation of residents may be required to meet redevelopment goals, such as in areas of severely deteriorated housing which may be beyond rehabilitation. The Richards Boulevard Plan Amendment and Railyards Plan Adoption will provide that no persons or families of low- and moderate-income will be displaced unless and until there is a suitable housing unit available and ready for occupancy at rents comparable to those at the time of their displacement. The Richards Boulevard Plan Amendment and Railyards Plan will further provide that permanent housing facilities must be made available within three years from the time occupants are displaced.

Within 30 days of executing an agreement for acquisition and/or disposition of property that would result in the destruction or removal of dwelling units, the Agency must adopt a replacement housing plan. This plan must identify the location of such housing, a financing plan for rehabilitation, development, or construction, the number of dwelling units housing persons and families of low- or moderate-income planned for construction or rehabilitation, and a timetable for replacing the units on a one-for-one basis.

California Redevelopment Law requires that not less than 20 percent (20%) of all tax increment be set aside for preserving, improving, and increasing the City's supply of low- and moderate-income housing.

The project areas benefit from Chapter 17.188 of the City Code, the Sacramento Housing Trust Fund Ordinance, which applies to commercial and industrial development in the City. Under certain circumstances, the Agency requires that a project developer pay in-lieu funds for housing as a condition of an Owner Participation Agreement (OPA) or Disposition and Development Agreement (DDA). The funds are paid to the Agency for use as allowed by the Ordinance. The fee structure and amount is negotiated between the Agency and the project proponent during preparation of the OPA or DDA, and is similar to the requirements of Chapter 17.188. In addition, the Agency uses several programs such as the First-Time Homebuyers Program and single- and multi-family rehabilitation programs to improve housing in the project areas.

The proposed Richards Boulevard Plan Amendment and Railyards Plan Adoption are not anticipated to displace or reduce the supply of low- and moderate-income housing. All low- and moderate-income housing stock removed due to Agency involvement will be replaced through Agency programs.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

Population and housing issues will be summarized in the EIR.

3. SEISMICITY, SOILS, AND GEOLOGY

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
A) Seismic hazards?			X
B) Erosion, changes in topography or unstable soil conditions?			X
C) Subsidence of land (groundwater pumping or dewatering)?			X
D) Unique geologic or physical features?			X

ENVIRONMENTAL SETTING

There are no known active faults occurring in or adjacent to the City of Sacramento. 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, or the Foothill Fault System. The maximum credible earthquake for those faults is estimated at 6.5 on the Richter-scale.

Soils in the project area under the existing buildings and paving are categorized as Urban Land, which consists of areas covered by up to 70 percent impervious surfaces. The topography is flat, and there are no outstanding topographic or ground surface relief features that would be disturbed as a result of the proposed project.

The project areas are underlain by Holocene Floodplain deposits (SGPU EIR, T-2), which represent the depositional regime of the area immediately prior to stream flow and drainage changes brought about within the last 135 years. Floodplain deposits are unconsolidated sands, silts, and clays formed from flooding of the American and Sacramento rivers, and these generally are moderately to highly permeable. They are distributed in proximity to the present-day river channels and extend throughout the Central City, South Natomas, and a substantial portion of North Natomas (SGPU EIR, T-1). Exhibit T-4 of the SGPU EIR further indicates that the subject site correlates with the Sailboat-Scribner-Cosumnes soil type, a very deep, somewhat poorly drained soil that has a seasonal high water table and is protected by levees. The soils are characterized as nearly level on low and high floodplains.

The aquifer system underlying the City 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 depth in the Downtown area generally ranges

from 10 to 20 feet, with flow directions ranging from southeast to northeast, although site-specific differences in groundwater depth may exist.

STANDARDS OF SIGNIFICANCE

For the purposes of this analysis, an impact is considered significant if it allows a project to be built that will either introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards.

ANSWERS TO CHECKLIST QUESTIONS

QUESTION A

Development in the project areas could be exposed to potentially damaging seismically-induced groundshaking. However, in Sacramento, the maximum credible earthquake for regional faults is estimated at 6.5 on the Richter-scale. All structures built would be constructed to current Uniform Building Code standards, which would minimize the potential for damage due to ground shaking based on the risk associated with the Sacramento area. Redevelopment activities would not be anticipated to result in the exposure of people to geologic or seismic hazards, thus seismic impacts would be less than significant.

QUESTION B

Future redevelopment projects could be exposed to impacts from liquefaction of subsurface soils. Liquefaction of soils could result in partial or complete loss of support, which could damage or destroy buildings or facilities. Liquefaction is the loss of soil strength due to seismic forces acting on water-saturated, granular material that leads to a "quicksand" condition generating various types of ground failure. The potential for liquefaction must account for soil types, soil density, and groundwater table, and the duration and intensity of ground shaking. Earthquakes of the magnitude expected to emanate from any of several nearby faults would be strong enough to induce liquefaction in susceptible sand layers. Per local building requirements, however, site-specific geologic investigations would be required to evaluate liquefaction potential and to recommend appropriate designs in order to avoid major structural damage, thus reducing this impact to less than significant.

Soils that have limitations for structural loading, i.e. weak or expansive soils, are scattered throughout the City. These limitations can usually be overcome through soil importation or specially engineered design for specific project construction. Adequate engineering studies are required by City regulation. The project areas are relatively level, thus the proposed project would not result in impacts relative to landslides or mudflows, erosion or changes in topography, expansive soils, or unique geologic or physical features.

The City of Sacramento has adopted policies as part of the General Plan Health and Safety Element, which consider seismic related hazards - including liquefaction. These policies require that the City: 1) protect levees and property from unacceptable risk due to seismic and geologic activity or unstable soil conditions to the maximum extent feasible; 2) prohibit the construction of structures for permanent occupancy across faults; 3) require reports and geologic investigations for multiple story buildings; and 4) ensure the use of Uniform Building Code requirements that recognize state and federal earthquake protection standards in construction. Development in the project area would not occur across any

currently identified fault. In addition, the City requires soils reports and geological investigations for determining liquefaction, expansive soils, and subsidence problems on sites for new multiple-story buildings as a condition of approval, and that such information be incorporated into the project design and construction to eliminate hazards. The policies listed above are required for new construction projects and reduce potential unstable soil impacts to less-than-significant levels.

Minor increases in the volume and rate of water runoff from development may increase off-site soil erosion during construction. The City Municipal Code requires the preparation of Erosion and Sediment Control Plans with grading permits. All grading activities associated with either project area's development is required to follow the grading permit requirements defined in Municipal Code Chapter 15.88, Grading, Erosion, and Sediment Control Ordinance (GESC). The City GESC Ordinance defines the requirements for grading plans, erosion and sediment control plans, housekeeping practices, standards for cuts, fills, setbacks, drainage and terracing, and erosion control. These requirements ensure that development sites are graded such that new topography makes a smooth transition to existing adjacent topography. City Ordinance includes grading requirements that control excessive runoff during construction. Developers are required to carry out dust and soil erosion and sediment control measures before, during, and after the construction phase of development. This general permit requires the permittee to employ Best Management Practices (BMPs) before, during, and after construction. The City has a list of BMPs necessary to accomplish the goals of this permit, approved by the City's Department of Utilities, Engineering Services Division before beginning construction. Required compliance with the City's GESC Ordinance will result in a less-than-significant impact on erosion.

QUESTION C

Future redevelopment projects could involve excavation and pile driving that could result in temporary dewatering. Dewatering activities could result in a minor short-term change in the quantity of groundwater and/or direction of rate of flow, and groundwater quality. Any dewatering activities must comply with application requirements established by the Central Valley Regional Water Quality Control Board (RWQCB) to ensure that such activities would not result in substantial changes in groundwater, and therefore any impacts would be less than significant.

QUESTION D

There are no recognized unique geologic features or physical features that would be impacted by redevelopment activities pursuant to either the Richards Boulevard Redevelopment Plan Amendment or the Railyards Redevelopment Plan. Therefore, related impacts on area soils and earth conditions are anticipated to be less than significant.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

Redevelopment activities and redevelopment engendered development would result in less-than-significant impacts to geology, soils, and seismicity.

4. WATER

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
A) Changes in absorption rates, drainage patterns, or the rate and amount of surface/stormwater runoff (e g during or after construction; or from material storage areas, vehicle fueling/maintenance areas, waste handling, hazardous materials handling & storage, delivery areas, etc)?	X		
B) Exposure of people or property to water related hazards such as flooding?			X
C) Discharge into surface waters or other alteration of surface water quality that substantially impact temperature, dissolved oxygen or turbidity, beneficial uses of receiving waters or areas that provide water quality benefits, or cause harm to the biological integrity of the waters?	X		
D) Changes in flow velocity or volume of stormwater runoff that cause environmental harm or significant increases in erosion of the project site or surrounding areas?	X		
E) Changes in currents, or the course or direction of water movements?	X		
F) Change in the quantity of ground waters, either through direct additions or withdrawal, or through interception of an aquifer by cuts or excavations or through substantial loss of groundwater recharge capability?			X
G) Altered direction or rate of flow of groundwater?			X
H) Impacts to groundwater quality?			X

ENVIRONMENTAL SETTING

Surface Water/Drainage

The American, Sacramento, and Cosumnes rivers are the main surface water tributaries that drain much of Sacramento. The aquifer system underlying the City is part of the larger Central Valley groundwater basin. Surface inflows to the east of the City limits and deep percolation of precipitation and surface water applied to irrigated crop land recharge the aquifer system.

Water Quality

The City's municipal water is received from the American and Sacramento rivers, augmented by groundwater wells. Groundwater supplements municipal water supplies in areas north of the American River; the City is supplied exclusively with surface water in areas south of the American River.

The water quality of the American River is considered very good. The Sacramento River water is considered to be of good quality, although higher sediment loads and extensively irrigated agriculture upstream of Sacramento tends to degrade water quality. During the spring and fall, irrigation tailwaters are discharged into drainage canals that flow to the river. In the winter, runoff flows over these same areas. In both instances, flows are highly turbid and introduce large amounts of herbicides and pesticides into the drainage canals, particularly rice field herbicides in May and June. The aesthetic quality of the river is changed from relatively clear to turbid due to irrigation discharges.

The City of Sacramento has obtained a municipal stormwater National Pollutant Discharge Elimination System (NPDES) permit from the State Water Resources Control Board (SWRCB) under the requirements of the federal Environmental Protection Agency (EPA) and Section 402 of the Clean Water Act (CWA). The goal of the permit is to reduce pollutants found in urban storm runoff. The general permit requires the City to employ BMPs before, during, and after construction, and the City enforces these requirements through conditions on private projects, including redevelopment activities and redevelopment engendered development.

The primary objective of the BMPs is to reduce non-point source pollution into waterways. These practices include structural and source control measures for residential and commercial areas, and BMPs for construction sites. BMP mechanisms minimize erosion and sedimentation and prevent pollutants, such as oil and grease from entering the stormwater drains. BMPs are approved by the Department of Utilities prior to construction (the BMP document is available from the Department of Utilities, Engineering Services Division, 1395 35th Avenue, Sacramento, CA).

Flooding

Historical flooding in the project vicinity generally occurred along the American and Sacramento rivers. Recent improvements to the levees along these rivers have reduced the risk of flooding in the City. As a result, the project areas are located within an area designated as an X flood zone by a Letter of Map Revision (LOMR) to the Flood Insurance Rate Map (FIRM) for the City of Sacramento (dated July 6, 1998) issued by the Federal Emergency Management Agency (FEMA) on February 21, 2007 (Panel Numbers 060266 0025F). This zone is applied to areas of 500-year flood, areas of 100-year flood with average depths of less than 1 foot or with drainage areas less than 1 square mile, and areas protected by levees from 100-year flood.

Groundwater

The project areas are located within the Sacramento River Hydrologic Basin, as defined by the California Department of Water Resources (DWR). The aquifer system underlying the City is part of the larger Central Valley groundwater basin. The American, Sacramento, and

Cosumnes rivers are the main surface water tributaries that drain much of Sacramento and recharge the aquifer system.

STANDARDS OF SIGNIFICANCE

Water Quality

For purposes of this environmental document, an impact is considered significant if the proposed project would substantially degrade water quality and violate 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 environmental document, an impact is considered significant if the proposed project substantially increases 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, D, AND E

Redevelopment activities in the project area would not affect the direction or rate of flow of groundwater. Water supplies are provided by the City of Sacramento through a system of pipelines that currently exist within the streets. Development within the project areas will not require new withdrawals from groundwater sources or affect aquifers by cuts or excavations. Although redevelopment activities could engender projects that involve excavations to a depth that could require continuous dewatering, the City does not rely on groundwater in this area for its source of public water supply. As such, the project would have a less-than-significant effect on groundwater used for public water supplies.

QUESTION B

The Railyards Area is mostly protected from the 500-year flood event based on existing topographic elevations in the project area, and the Amended Richards Boulevard Area is located in an area protected from the one percent annual chance (100-year) flood by levee, dike, or other structures subject to possible failure or overtopping during larger storms. Therefore, the proposed project would not encourage redevelopment activities within a flood zone.

QUESTION C

Construction activities associated with redevelopment would engender land-disturbing activities such as grading, excavation, and trenching for utility and infrastructure installation. In particular, redevelopment activities would engender an increase in impervious surfaces across the entire Railyards Area. As such, operation of the proposed project could increase stormwater and non-stormwater runoff entering the Sacramento River and the CSS compared to existing conditions.

When portions of the project areas are excavated or otherwise disturbed by construction activities, the potential for soil erosion and sedimentation in runoff discharging from the site would substantially increase during a rainstorm. In addition, construction equipment would have the potential to leak polluting materials, including oil and gasoline. Improper use of fuels, oils, and other construction-related hazardous materials - such as pipe sealant - would also pose a threat to surface or groundwater quality. Through stormwater runoff, these sediments and contaminants may be transported to the Sacramento River and its downstream drainages and water bodies.

Although earth-disturbing activities associated with construction would be temporary, on- or off-site soil erosion, siltation, or discharges of construction-related hazardous materials could degrade downstream surface waters. These issues will be addressed in the EIR.

QUESTIONS F, G, AND H

Because of the presence of shallow groundwater in the project areas, trenching and excavation associated with redevelopment activities could reach a depth that could expose the water table, in which case a direct path to the groundwater basin could become available for contaminants to enter groundwater. This is particularly the case for the construction of basements or any other structures located below ground.

Before discharging any dewatered effluent to surface water, an applicant and contractor would be required to conform to the City's Standard Specifications for Dewatering and obtain a NPDES permit and Waste Discharge Requirement (WDR) from the RWQCB. Depending on the volume and characteristics of the discharge, coverage under the RWQCB's General Construction Permit or General Dewatering Permit is permissible. As part of the permit, the permittee would be required to design and implement measures as necessary so that the discharge limits identified in the relevant permit are met. As a performance standard, these measures would be selected to control pollutant discharges using Best Available Technique (BAT) and Best Conventional Technology (BCT) to reduce pollutants, and any more stringent controls necessary to meet water quality standards.

Issues related to risks to adjacent building foundations and structures due to dewatering or open excavation are covered by the City of Sacramento Building Code, Chapter 16, thereby ensuring that any associated risks are less than significant. Issues related to the potential interference with contaminated groundwater, and interference with remediation activities will be addressed in the Hazardous Materials section of the EIR.

Primary contaminants that could reach groundwater would include oil and grease, and construction related hazardous materials. In addition, discharge of project-related dewatering effluent could result in the release of contaminants to surface water. These impacts are considered potentially significant, but implementation of the NPDES General Construction Permit, along with conformance with the provisions for dewatering, would ensure that these impacts would be less than significant.

Redevelopment activities in the project areas would not affect the direction or rate of flow of groundwater. Water supplies are provided by the City of Sacramento through a system of pipelines that currently exist within the streets. Development within the project areas would not require new withdrawals from groundwater sources or affect aquifers by cuts or excavations. Redevelopment activities would not be expected to result in development that requires excavations to a depth that typically require continuous dewatering. The City does

not rely on groundwater in this area for its source of public water supply. As such, the project has no effect on groundwater used for public water supplies.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

Redevelopment activities and redevelopment engendered development could result in impacts associated with stormwater, flooding, and water quality. These issues will be discussed in the EIR. Impacts associated with ground water are less than significant and will not be further discussed.

5. AIR QUALITY

Would the proposal:

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
A) Violate any air quality standard or contribute to an existing or projected air quality violation?	X		
B) Exposure of sensitive receptors to pollutants?	X		
C) Alter air movement, moisture, or temperature, or cause any change in climate?			X
D) Create objectionable odors?			X

ENVIRONMENTAL SETTING

The project 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 project 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 project 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, since the project areas are primarily heavy commercial and warehouse, 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 (PM), and ozone (O_3), primarily as a result of motor vehicles.

In 2006, the Sacramento area was within California Environmental Protection Agency (Cal EPA) attainment standards for all pollutants except O_3. The federal Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) have designated the Sacramento region as a serious nonattainment area for O_3, with special requirements for the attainment of National Ambient Air Quality Standard (NAAQS). Sacramento is currently listed in non-attainment for PM_{10}, although the SVAB has not exceeded federal standards since 1991 (CARB, 2007). Although air quality meets the federal PM_{10} standards, the SMAQMD must submit a maintenance plan to be formally designated in attainment.

STANDARDS OF SIGNIFICANCE

The SMAQMD adopted the following thresholds of significance in 2002:

Ozone (O_3) and Particulate Matter (PM). An increase of nitrogen oxides (NO_x) above 85 pounds per day for short-term effects (construction) would result in a significant impact. An increase of either O_3 precursor, NO_x or reactive organic gases (ROG), above 65 pounds per day for long-term effects (operation) would result in a significant impact (as revised by SMAQMD, March 2002). The threshold of significance for PM_{10} is a concentration based threshold equivalent to the California Ambient Air Quality Standard (CAAQS). For PM_{10}, a project would have a significant impact if it would emit pollutants at a level equal to or greater than five percent of the CAAQS (50 micrograms/cubic meter for 24 hours) if there were an existing or projected violation; however, if a project is below the ROG and NOx thresholds, it can be assumed that the project is below the PM_{10} threshold as well (SMAQMD, 2004).

Carbon Monoxide (CO). The pollutant of concern for sensitive receptors is CO. Motor vehicle emissions are the dominant source of CO in Sacramento County (SMAQMD, 2004) For purposes of environmental analysis, sensitive receptor locations generally include parks, sidewalks, transit stops, hospitals, rest homes, schools, playgrounds, and residences. Commercial buildings are generally not considered sensitive receptors. Carbon monoxide concentrations are considered significant if they exceed the 1-hour CAAQS of 20 0 parts per million (ppm) or the 8-hour CAAQS of 9 0 ppm (the CAAQS is more stringent than their federal counterparts).

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A-B

The proposed project areas are located within the Sacramento Metropolitan Area which is considered a non-attainment area for selected pollutants. Federal air quality standards for O_3 are exceeded several times per year in Sacramento County. Vehicles associated with the redevelopment activities would produce emissions that contribute to regional O_3 and the deterioration of ambient air quality. The net increases in regional emissions of O_3 are significant environmental effects. In addition, air pollutants would be emitted by construction equipment, and fugitive dust would be generated during grading and site preparation. Construction activities are regulated by the City, as well as SMAQMD. Traffic increases (Transportation/Circulation Section, below) and short-term construction impacts associated with the development of this project could contribute to significant adverse air quality impacts. This issue will be discussed in the EIR.

QUESTIONS C-D

Redevelopment activities would not significantly alter moisture, cause any direct change in climate, or support any activities that would create objectionable odors. Although the development as a result of redevelopment activities could create some change in air movement and reduced temperatures slightly under changed wind conditions, no substantial change is anticipated, and impacts to air movement, moisture, or change in climate are anticipated to be less than significant.

Any project engendered by redevelopment would consume energy for construction and operations, which would contribute incrementally to cumulative greenhouse gas (GHG) emissions. Each redevelopment project makes an incremental contribution to GHG that, when combined with the cumulative increase of all other sources of GHGs, could be considered to cause a cumulative impact on global climate change. While there are no specific significance thresholds, the City and future projects can work towards the goals of the recently adopted Assembly Bill 32 (AB 32) and Governor Schwarzenegger's Executive Order S-3-05 by implementing a range of strategies to mitigate a project's short-term and long-term contributions of GHGs. This issue will be discussed in the EIR.

FINDINGS

Redevelopment activities and redevelopment engendered development could result in potentially significant violations of air quality standards or contribute to existing or projected air quality violations; these issues will be discussed further in the EIR. Impacts associated with air movement, moisture, and odors are less than significant and will not be discussed further.

6. TRANSPORTATION/CIRCULATION

Would the proposal result in.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
A) Increased vehicle trips or traffic congestion?	X		
B) Hazards to safety from design features (e g , sharp curves or dangerous intersections) or incompatible uses (e g , farm equipment)?	X		
C) Inadequate emergency access or access to nearby uses?	X		
D) Insufficient parking capacity on-site or off-site?	X		
E) Hazards or barriers for pedestrians or bicyclists?	X		
F) Conflicts with adopted policies supporting alternative transportation (e g . bus turnouts, bicycle racks)?	X		
G) Rail, waterborne or air traffic impacts?	X		

ENVIRONMENTAL SETTING

Regional vehicular access to the project areas is provided primarily by the freeway system that serves the central areas of Sacramento Interstate 5 (I-5) is a north-south facility located just west of the project areas. Access to I-5 is provided via I Street, P Street, and Richards Boulevard, and access from I-5 is provided via J Street, Q Street, and Richards Boulevard. To the south, I-5 provides access to the southern portions of the City and County, as well as other Central Valley communities. To the north, I-5 provides access to I-80, the northern portions of the City and County, Sacramento International Airport, and other Central Valley communities.

Richards Boulevard is a four-lane arterial that provides connection to I-5 and State Route (SR) 160 through the River District Project Area. Jibboom Street currently runs south from Discovery Park along the west side of I-5 to the I Street Bridge. 7th Street connects the Richards area to the Railyards Area and Downtown from north to south. North 12th Street is a major north south roadway connecting SR 160 with Downtown through the River District Area. Light Rail runs along North 12th Street to the Sacramento River.

The existing Railyards site, primarily consisting of railroad maintenance facilities, has few existing roads. As a part of the Railyards Specific Plan, new roadways will be laid and a number of existing streets will be extended onto the site from downtown. Existing access includes I Street and 5th Street to the Amtrak Depot, and 7th Street to the Amended Richards Boulevard Area, as well as the Light Rail extension to the Depot.

Downtown Sacramento is served by a grid street system. North-south streets have numbered street names and east-west streets have lettered street names. Many streets operate as one-way facilities and most major intersections in Downtown are signal controlled. In general, the one-way streets carry three travel lanes, with parking permitted along both curbs. Two-way streets generally have one lane in each direction with parking on both sides of the street. To accommodate critical traffic volumes and turning movements in selected locations, parking has been prohibited to provide additional lanes. Primary downtown east-west streets for project area access include H and J streets, which are one way eastbound, and G and I streets, which are one-way westbound. G Street is proposed to be extended onto the Railyards area. I Street provides a link across the American River via the I Street Bridge to West Sacramento.

Light Rail Transit runs through the project areas along North 12th Street, and bus routes serving the project areas include routes 11, 15, 29, 33, 86, 88 and 89. An Intermodal Transportation Station is planned for the Railyards area for light rail, bus, and commuter rail. There is an existing on street bikeway along the American River Parkway, the Sacramento River Parkway, and along 18th Street north across the river.

Key downtown north-south streets for the project areas' access include 3rd, 7th, 9th, 12th, and 15th streets, which are one-way southbound (except for a portion of 3rd street between L and J streets and 7th Street north of F Street); 5th, 8th, 10th, and 16th streets, which are one-way northbound (except for a portion of 5th Street between J and L streets); and 6th Street. 5th and 6th streets are proposed to be extended into the Railyards Area to provide key site circulation. Development of the Railyards Specific Plan would terminate Jibboom Street at the new Camille Lane and eliminate its connection to the I Street Bridge.

STANDARDS OF SIGNIFICANCE

The following *Standards of Significance* have been established in assessing the impacts of proposed projects on the transportation facilities (Source: *Traffic Impact Analysis Guidelines*, Rev. July 19, 2002).

Roadways:	An impact is considered significant for roadways when the project causes the facility to degrade from Level of Service (LOS) C or better to LOS D or worse. For facilities that are already worse than LOS C without the project, an impact is also considered significant if the project increases the v/c ratio by 0.02 or more on a roadway.
Signalized and unsignalized Intersections:	An impact to the intersections is considered significant if the Project causes the LOS of the intersections to degrade from LOS C or better to LOS D or worse. For intersections that are already operating at LOS D, E, or F without the Project, an impact is significant if the implementation of the Project increases the average delay by 5 seconds or more at an intersection.

Transit Facilities: An impact is considered significant if the implementation of the project will cause one or more of the following:

The project-generated ridership, when added to the existing or future ridership, exceeds existing and/or planned system capacity. Capacity is defined as the total number of passengers the system of buses and light rail vehicles can carry during the peak hours of operation.

Adversely affect the transit system operations or facilities in a way that discourages ridership (e.g. removes shelter, reduces park and ride).

Bicycle Facilities: An impact is considered significant if the implementation of the project will cause one or more of the following:

- eliminate or adversely affect an existing bikeway facility in a way that discourages the bikeway use;
- interfere with the implementation of a proposed bikeway;
- result in unsafe conditions for bicyclists, including unsafe bicycle/ pedestrian or bicycle/motor vehicle conflicts.

Pedestrian Facilities: An impact is considered significant if the project will adversely affect the existing pedestrian facility or will result in unsafe conditions for pedestrians, including unsafe pedestrian/bicycle or pedestrian/motor vehicle conflicts.

Parking Facilities A significant impact to parking would occur if the anticipated parking demand of the Project exceeds the available or planned parking supply for typical day conditions. However, the impact would not be significant if the Project is consistent with the parking requirements stipulated in the City Code.

ANSWERS TO CHECKLIST QUESTIONS

QUESTION A

Over the life of the Redevelopment Plans, additional public streets, alleys and easements would be created in the project areas as needed for proper use and/or development. It is anticipated that redevelopment may entail abandonment and/or realignment of certain streets, alleys, and other rights-of-way. Any changes in the existing street layout would be in accordance with the General Plan, the adopted Richards Boulevard Area Plan, the proposed Railyards Specific Plan, the objectives of the Redevelopment Plan, and the City's design standards. Redevelopment activities within the project areas would encourage an intensification of commercial, residential, and other development. This additional development would generate additional vehicular movements throughout the project areas and the City over existing conditions. The EIR will evaluate potential traffic impacts occurring as a result of the Redevelopment Plans.

QUESTIONS B, C, AND E

During construction of projects engendered by redevelopment, there could be hazards due to construction activities. Project construction could create a hazard to pedestrians and cyclists, or inadequate emergency access resulting in a potentially significant impact. A Traffic Management Plan for these projects would be required for construction if needed. This issue will be further addressed in the EIR.

QUESTION D

Redevelopment would engender the intensified usage of the project areas and an increased parking demand. This issue will be further addressed in the EIR.

QUESTIONS F AND G

Redevelopment activities would engender an increased demand on transit and alternative transportation modes in the City, and facilitate development around the Amtrak rail line and station. This issue will be discussed in the EIR.

MITIGATION MEASURES

Mitigation measures will be discussed in the EIR.

FINDINGS

Redevelopment activities and redevelopment engendered development could result in potentially significant transportation and circulation impacts. These issues will be discussed in the EIR.

7. BIOLOGICAL RESOURCES

Would the proposal result in impacts to:

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
A) Endangered, threatened, or rare species or their habitats (including, but not limited to plants, fish, insects, animals, and birds)?	X		
B) Locally designated species (e g , heritage or City street trees)?	X		
C) Wetland habitat (e g , marsh, riparian and vernal pool)?	X		

ENVIRONMENTAL SETTING

The project areas primarily consist of extensively disturbed and modified vegetation. However, the project areas are immediately south of the American River Parkway, a 29-mile long stretch of riparian habitat, and east of the Sacramento River, one of the nation's largest rivers. As a consequence of this location, vegetation within the project areas provides greater habitat values than it would otherwise. The project areas can be used as significant foraging habitat by many species of wildlife that nest or den in vegetation along the rivers.

Urban habitat exists within developed areas where pre-development vegetation has been removed and new species of plants introduced, intentionally (ornamental species) or inadvertently (weeds). Urban vegetation accounts for most of the habitat acreage present within the project areas, and consists of discontinuous patches of landscape vegetation and ruderal vegetation. It contains elements of the Valley-foothill riparian habitat originally present in the area. Urban vegetation provides highly variable wildlife habitat, and can provide foraging habitat for special status species.

The Amended Richards Boulevard Area also contains some isolated Valley-foothill riparian habitat areas, in addition to the obvious riparian habitat along the rivers. There is a large area at the western end of North B Street, south of Bannon Street, and small patches north of Vine Street near the river levee, and near the American River Bike Trail east of Basler Avenue. Elderberry bushes, a special status habitat for the valley elderberry long-horned beetle, are known to be scattered throughout the project areas in riparian areas, and along North 12th Street. Valley-foothill riparian habitats may fall within the regulatory jurisdiction of the U.S. Army Corps of Engineers (USACE). Under Section 404 of the Clean Water Act, the USACE has authority to regulate activity that any discharge fill or dredge material into wetlands or other waters of the United States.

The Railyards Area has been extensively disturbed by past and on-going transportation, commercial, and industrial activities, as well as soil remediation work. Because of this, the majority of the Railyards Area has been given a land cover classification of vacant. The vacant classification includes areas that support ruderal weedy vegetation, bare earth, and hardscape. Most of the vegetation in the area consists of introduced or ruderal plant

species. Some vacant land supports a few remnant native riparian species in the northern section of the Railyards Area. Vegetation in the project area is in a constant state of disturbance from remediation activities and, thus, it changes from year to year. However, a colony of purple martins nests in cavities within the I Street on-ramp to I-5, adjacent to the Railyards Area. Once established at a nest location, purple martins usually come back to the same site every year. This area has likely been used by purple martins during its breeding season since 1974.

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact would be significant if any of the following conditions or potential thereof, would result with implementation of the proposed project:

- Creation of a potential health hazard, or use, production, or disposal of materials that would pose a hazard to plant or animal populations in the area affected
- Substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal
- Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands)
- Violation of the Heritage Tree Ordinance (City Code 12.64.040)

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A, B, AND C

The project areas are located in an area that could potentially support special status species and heritage oak trees, and isolated wetland areas may occur on individual undeveloped properties. Redevelopment activities could result in a potentially significant impact on both terrestrial and riverine biological resources. This issue will be addressed in the EIR.

MITIGATION MEASURES

Mitigation measures will be discussed in the EIR

FINDINGS

Redevelopment activities and redevelopment engendered development could result in potentially significant biological impacts. These issues will be discussed in the EIR.

8. ENERGY

Would the proposal result in impacts to:

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
A) Power or natural gas?			X
B) Use non-renewable resources in a wasteful and inefficient manner?			X
C) Substantial increase in demand of existing sources of energy or require the development of new sources of energy?			X

ENVIRONMENTAL SETTING

Gas service is supplied to the City of Sacramento and the project areas by Pacific Gas and Electric (PG&E). PG&E gas transmission pipelines are concentrated north of the City of Sacramento. Distribution pipelines are located throughout the City, usually underground along City and County public utility easements (PUEs).

Electricity is supplied to the City of Sacramento and the project areas by the Sacramento Municipal Utility District (SMUD). SMUD operates a variety of hydroelectric, photovoltaic, geothermal, and co-generation power plants. SMUD also purchases power from PG&E and the Western Area Power Administration. Major electrical transmission lines are located in the northeastern portion of the City of Sacramento.

STANDARDS OF SIGNIFICANCE

Gas Service

- A significant environmental impact would result if a project would require PG&E to secure a new gas source beyond their current supplies.

Electrical Services

- A significant environmental impact would occur if a project resulted in the need for SMUD to secure a new electrical source (e.g., hydroelectric and geothermal plants).

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A THROUGH C

Energy Systems. In the context of energy service, a significant impact is defined as capacity demand that cannot be met by existing or presently programmed supply, transmission and

distribution facilities, and that requires the construction of significant amounts of additional facilities.

Increased demands on natural gas resources are met either by current PG&E infrastructure or upgraded/new facilities if the demand is increased beyond existing local infrastructure capacity, on a project by project basis for redevelopment engendered projects. Individual redevelopment projects will be assessed the cost of upgraded/new facilities on a case-by-case basis if required because of the increased demand. New developments are required to coordinate with PG&E to assure that gas is efficiently supplied. Whereas redevelopment must be consistent with the General Plan, redevelopment would not generate a demand that would require PG&E to secure a new gas source beyond their current suppliers.

As is the case with gas supply, increased electrical demands are met either by current infrastructure or upgraded/new facilities if the demand is increased beyond existing local infrastructure capacity. Individual redevelopment projects will be assessed the cost of upgraded/new facilities if required because of the increased demand, as determined by SMUD. A significant environmental impact would result if a project resulted in the need for a new electrical source (e.g., hydroelectric and geothermal plants). New development engendered by redevelopment may require the construction of additional electrical facilities, but SMUD anticipates no major problems in serving any newly developed areas within the City (General Plan Technical Background Report, Section 4.4, June 2005).

SMUD has a standard set of measures it requires for approval of new developments:

- Contact the SMUD Electric System Design Department and consult with SMUD through project planning, development, and completion. Early notification and consultation will be required, since there is a lead time of 12 to 18 months for acquisition of equipment and extension or modification of facilities.
- Work closely with SMUD during the design stage of the project to ensure that energy conservation and load management measures recommended by SMUD are implemented to the maximum extent feasible
- Work with SMUD to locate a vault for electrical transformers with the project as required.
- Pay SMUD costs associated with any relocation of SMUD's electrical facilities due to project development.
- Cooperate fully with SMUD in disclosing information concerning existing and proposed electrical facilities in the project area to those parties involved with acquisition of property within the area or the development, maintenance, or regular use of facilities located within the area.

Besides the direct consumption of energy mentioned above, construction projects also consume indirect energy. For example, indirect energy is consumed through construction related services that use raw materials/natural resources to manufacture the construction materials. A steel beam used in construction indirectly represents energy consumed through mining and extraction of raw materials, the manufacturing process, and the transportation of the material. This indirect energy typically represents about three-quarters of the total construction energy consumption. There is no threshold established by which the impact of indirect energy consumption can be evaluated since it is so widespread throughout the national economic structure.

The City of Sacramento has adopted an energy conservation review checklist and development guidelines for all projects and site plan reviews. The intent of the guidelines is to encourage consideration of energy conservation measures in the preliminary development stages so that project related energy consumption is minimized. In addition to the checklist, Plan Review of the energy facilities for development occurs during the design review stage of the planning process. Future redevelopment projects are also required to meet State Building Energy Efficient Standards (Title 24) and will have energy conservation measures built into the project. Therefore, the physical environmental impact of increased natural gas and electrical demand by the proposed project is considered less than significant.

The Railyards Specific Plan Draft EIR (August 2007) analyzed the energy needs for the updated Specific Plan land uses. All energy impacts were determined to be less than significant, and no mitigation measures were required.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

Redevelopment activities and redevelopment engendered development would result in less-than-significant impacts to energy resources.

9. HAZARDS

Would the proposal involve:

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
A) A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals, or radiation)?		X	
B) Possible interference with an emergency evacuation plan?			X
C) The creation of any health hazard or potential health hazard?		X	
D) Exposure of people to existing sources of potential health hazards?		X	
E) Increased fire hazard in areas with flammable brush, grass, or trees?			X

ENVIRONMENTAL SETTING

A large number of sites with known releases of hazardous substances and/or petroleum products were identified within the project areas, dominated principally by the Railyards Area. In general, the locations of these release sites are grouped in and along specific industrial areas and traffic corridors.

In the Amended Richards Boulevard Area, these are located along Richards Boulevard, North 12th Street, North B Street, and Jibboom Street, and many of these sites are scattered within the industrial areas as well. Groundwater along these corridors is likely impacted by a number of releases. While many of the Leaking Underground Storage Tank (LUST) sites have been closed by regulatory agencies, the condition of these sites and the possible presence of residual contamination can not be determined without detailed investigation. This is also the case with the underground storage tanks (UST) sites, where the presence of subsurface contamination may be present but unknown to the site operators.

The Railyards Area encompasses the Union Pacific Rail Yard (formerly known as the Southern Pacific Transportation Company's Sacramento Yard), which consists of over 200 acres of industrial property located just north of Downtown Sacramento and just east of the Sacramento River. Property uses at the Railyards included foundry activities, maintenance of way [1]equipment and company facilities, a passenger terminal, and maintenance of locomotives and rolling stock. Industrial activities at the site have resulted in soil contamination including petroleum hydrocarbons, arsenic, antimony, copper, lead, and chlorinated solvents. The groundwater has been contaminated with elevated concentrations of chlorinated solvents metals, and aromatic hydrocarbons. This solvent plume has

[1] Maintenance of way refers to the maintenance of railroad right-of-way. It can include procedures from the initial grading of the right-of-way to its general upkeep and eventual dismantling.

migrated from beneath the Railyards Area southward to R Street, extending under most of Downtown Sacramento. Concerns related to future development include the potential of heavy metal, petroleum hydrocarbon (and related compounds such as polycyclic aromatic hydrocarbons), and/or chlorinated solvent contamination at locations on the site, or on any adjoining or nearby properties This would include the several right-of-ways and spurs which extend both east and north from the main rail yard.

STANDARDS OF SIGNIFICANCE

For the purposes of this document, an impact is considered significant if the proposed project would:

- Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities
- Expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials
- Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A, C, AND D

The Amended Richards Boulevard Area consists of many industrial and heavy warehouse parcels and some existing buildings may have been constructed prior to regulatory controls that require the remediation of hazards. These buildings, which may be demolished as part of future redevelopment projects, could contain asbestos and lead based paint, and equipment such as boilers.

Industrial activities in Railyards Area have resulted in soil contamination including petroleum hydrocarbons, arsenic, antimony, copper, lead, and chlorinated solvents. Groundwater beneath the site has been contaminated with elevated concentrations of chlorinated solvents metals, and aromatic hydrocarbons.

These issues will be addressed in the EIR.

QUESTION B

Development in the project areas would not interfere with either an adopted emergency response plan or an emergency evacuation plan. No routes used for emergency access and response would be adversely affected by redevelopment activities.

QUESTION E

Redevelopment activities would not create an increased fire hazard in areas with flammable brush, grass, or trees.

MITIGATION MEASURES

Any necessary mitigation measures will be discussed in the EIR.

FINDINGS

Redevelopment activities and redevelopment engendered development could result in the release of hazardous substances, create a health hazard, or expose people to a health hazard. This issue will be discussed further in the EIR. Impacts associated with interfering with an emergency evacuation plan or increased fire hazard are less than significant and will not be discussed further.

10. NOISE

Would the proposal result in:

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
A) Increases in existing noise levels?			
Short-term	X		
Long Term	X		
B) Exposure of people to severe noise levels?			
Short-term	X		
Long Term	X		

ENVIRONMENTAL SETTING

The site is located in an urbanized environment, which is subject to noise from traffic corridors, trucks, trains, and other noise sources typical of a downtown environment. Surface traffic noise is the dominant noise source in this part of the City.

STANDARDS OF SIGNIFICANCE

Thresholds of significance are those established by the Title 24 standards and by the City's General Plan Noise Element and the City Noise Ordinance. Noise and vibration impacts resulting from the implementation of the proposed project would be considered significant if they cause any of the following results:

- Exterior noise levels at the proposed project which are above the upper value of the normally acceptable category for various land uses (SGPU DEIR AA-27) caused by noise level increases due to the project
- Residential interior noise levels of Day-Night Average Sound Level (Ldn) 45 dB or greater caused by noise level increases due to the project
- Construction noise levels not in compliance with the City of Sacramento Noise Ordinance
- Occupied existing and project residential and commercial areas are exposed to vibration peak particle velocities greater than 0.5 inches per second due to project construction
- Project residential and commercial areas are exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations

- Historic buildings and archaeological sites are exposed to vibration peak particle velocities greater than 0.25 inches per second due to project construction, highway traffic, and rail operations

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A AND B

Construction and normal operation from redevelopment engendered activities could result in both a short-term (construction) and long-term (operation) increase in existing noise levels and potentially expose people to increased noise levels. Redevelopment activities could result in impacts related to exposure of on-site receptors to existing and future noise levels from traffic noise levels (local and interstate traffic noise sources) and rail noise associated with freight, passenger rail, and light rail services. Redevelopment activities could also contribute to traffic volumes along area roadways, which would result in increases in traffic noise levels at existing off-site receptors. Impacts associated with these issues are considered potentially significant and will be further addressed in the EIR.

MITIGATION MEASURES

Any necessary mitigation measures will be discussed in the EIR.

FINDINGS

Redevelopment activities and redevelopment engendered development could result in a potentially significant increase in existing noise levels, could expose future residents and adjacent sensitive receptors to severe noise levels, and could cause vibration damage to nearby historic buildings; noise and vibration impacts will be discussed in the EIR.

11. PUBLIC SERVICES

Would the proposal have an effect upon, or result in a need for new or altered government services in any of the following areas:

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
A) Fire protection?			X
B) Police protection?			X
C) Schools?			X
D) Maintenance of public facilities, including roads?			X
E) Other governmental services?			X

ENVIRONMENTAL SETTING

The City's General Fund and other special collections such as Measure G, state school funds, and developer fees provide the financial support to achieve basic safety, school, library, and park services. The City does not recognize the level of provision of these services as physical environmental impacts. The City views police, fire, schools, library, and park services as basic social services to be provided by the City. The level of service is based in part on the economic health of the service provider, in this case, the City of Sacramento.

Fire/police personnel, schools, libraries, and parks provide a wide range of services that are affected by population increases. These services, however, are generally not impacted by physical environmental effects created by the proposed project. 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.

Redevelopment projects would be required to incorporate design features identified in the Uniform Building Code and the California Fire Code. Both the Fire Department and the Police Department are given the opportunity to review and comment on the site design features that could affect fire or public safety.

Fire Protection

The Sacramento Fire Department (SFD) provides fire protection services to the entire City, which includes the project areas, and some small areas just outside the City boundaries within the County limits. The Sacramento Fire Department operates approximately 21

stations in the City of Sacramento. The Railyards Specific Plan Area is currently served by multiple stations. The northern portion of the Railyards Area and the Amended Richards Boulevard Area are served by Station 14, located at 1341 North C Street. Station 14 houses an engine and hose tender. The southern portion of the Railyards Area, adjacent to downtown, is served by either Station 1, located at 624 Q Street, or Station 2, located at 1229 I Street. Station 1 houses an engine and a medic unit. Station 2 is located on the first floor of the Fire Headquarters and houses an engine, a truck, a swift water cache, and a CO_2 trailer.

Police Protection

The City Police Department provides police protection for the City of Sacramento. The project areas are within the service area of the William J. Kinney Police Station located at Marysville Boulevard and South Avenue, approximately five miles to the south. The Police Department maintains a goal of goal of two officers per 1,000 residents.

Schools

The majority of Railyards Area is located within the Sacramento City Unified School District (SCUSD). The District currently has 60 elementary and K-8 schools, 8 middle schools, 6 high schools, 1 continuation school, 1 independent study K-12 school, 1 alternative school, 6 charter schools, and 5 adult education centers. SCUSD built a new elementary school in the south part of the city, and a new high school in eastern Sacramento, both of which recently opened. The District has a design capacity for 28,018 elementary, 9,071 middle school, and 12,086 high school students, and currently has 26,633 elementary, 7,711 middle school, and 11,499 high school students enrolled District-wide. The Railyards Area is within the attendance boundaries for Washington Elementary School, Sutter Middle School, and C.K. McClatchy High School. Students in the project area may also attend Arthur Benjamin Health Professions High School, located at 451 McClatchy Way, or the MET Charter High School or the Success Academy Alternative School.

The SCUSD Facilities Master Plan explains changes in the District since the previous Master Plan was prepared (1991), provides an inventory of existing District facilities, evaluates the condition of each school campus, provides a demographic and economic analysis of the District, describes future facilities needs in response to a growing student population and aging buildings, and outlines a Capital Improvement Plan. The Plan describes how the District should grow, what modifications to make to existing school sites, and outlines planning principles for the development of new school sites. The District will use this Plan as a tool to implement changes to existing campuses and to construct new ones through the year 2015. The development of the Railyards Specific Plan Area is anticipated in the Plan.

The Amended Richards Boulevard Area and the northern edge of the Railyards Areas are located in the Grant Union High School District and North Sacramento Elementary School District. Elementary school students in the project area would attend Dos Rio Elementary School. Junior high school and high school students in the area attend Rio Tierra Junior High and Grant Union High School, or private, independent, or continuation schools.

STANDARDS OF SIGNIFICANCE

For the purposes of this report, 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, roadway maintenance, or other governmental services.

ANSWERS TO CHECKLIST QUESTIONS

QUESTION A

The Railyards Specific Plan identifies two potential sites for a new fire station, although the Specific Plan does not indicate how the station would be acquired and/or how the station would be funded. If one of these locations is selected to be developed with a fire station, it would likely be co-located with a police sub-station in a multi-story mixed-use building with other uses. The building that would house these facilities would be developed whether or not the police and/or fire station are developed. Physical environmental impacts related to the development of this building are analyzed at a programmatic level in relevant technical sections of the Specific Plan EIR. Once the fire station location is selected and the facility has been designed, the City would determine whether it could result in environmental effects beyond those evaluated in the Specific Plan EIR and whether subsequent project-specific analysis is warranted. Any potential physical impacts related to the construction of a fire station within the Specific Plan Area would be discussed in relevant sections of the EIR. Therefore, redevelopment activities would result in a less-than-significant impact on fire services.

QUESTION B

The Sacramento Police Department (PD) is developing a Master Plan designed to accommodate City-wide department needs, including new facilities and staff, for the next ten years. The Sacramento PD would add personnel on an add-needed basis as the project areas build-out to meet proposed project service goals. New facilities, such as a sub-station in the Railyards Area, would be part of the City-wide Master Plan and would be funded through the City's General Fund.

The Railyards Specific Plan identifies two potential locations for a police sub-station within the Railyards Area. If one of these locations is selected to be developed with a police sub-station, it would likely be co-located with a new fire station in a multi-story mixed-use building with other uses. The building that would house these facilities would be developed whether or not the police and/or fire station are developed. Physical environmental impacts related to the development of this building are analyzed in relevant technical sections of the Railyards Specific Plan EIR. Once the police sub-station location is selected and the facility has been designed, the City would determine whether it could result in environmental effects beyond those evaluated in the EIR and whether subsequent project-specific analysis is warranted. Therefore, redevelopment activities would result in a less-than-significant impact on police services.

QUESTION C

Redevelopment activities are anticipated to engender residential development consistent with adopted plans and policies. The policies and implementation measures outlined below are contained in the existing City's General Plan. These policies are expected to be sufficient to provide adequate school facilities to accommodate any students that may live in the proposed project areas.

Goal A: Continue to assist school districts in providing quality education facilities that will accommodate projected student enrollment growth.

Policy 1: Assist school districts with school financing plans and methods to provide permanent schools in existing and newly developing areas in the City.

Policy 2: Involve school districts in the early stages of the land use planning process for the future growth of the City.

Policy 3: Designate school sites on the General Plan and applicable specific plans of the City to accommodate school district needs.

Policy 5: Continue to assist in reserving school sites based on each district's criteria, and upon the City's additional locational criteria as follows:

- Locate elementary schools on sites that are safely and conveniently accessible, and free from heavy traffic, excessive noise and incompatible land uses.
- Locate schools beyond the elementary level adjacent to major streets. Streets that serve as existing or planned transit corridors should be considered priority locations.
- Locate all school sites centrally with respect to their planned attendance areas.

Increases in school enrollment are triggered when residential development occurs and consequently a school impact fee is typically assessed. Due to the passage of Proposition 1A in November 1998, Senate Bill (SB) 50 (Chapter407, Statutes of 1998) was enacted to change the way school districts can levy developer fees. SB 50 has resulted in full State preemption of school mitigation, enabling the district to collect a fee that is equal to the current statutory Level I fees. SB 50 also allows the district to collect additional fees in an amount that would approximate 50 percent of the cost of additional facilities, where justified. The collection of the 50 percent mitigation fees assumes that the State School Facility funding program remains intact and that State funds are still available for partial funding of new school facilities. If the funds are not available, districts may collect up to 100 percent mitigation fees under certain circumstances. Satisfaction of the statutory requirements by a developer (payment of fees) is deemed to be full and complete mitigation.

Goals and policies adopted as mitigation measures for the City's General Plan (1988) were determined to mitigate impacts of growth on schools to less-than-significant levels. The proposed project would not generate new students beyond those anticipated as indirect impacts in the City's General Plan. School impact fees would be paid as mitigation for any effect on local schools, thus redevelopment impacts on schools would be less than significant.

QUESTIONS D THROUGH E

Public right-of-ways, driveways, alleys, and parking would all be designed and constructed in compliance with City standards. Planned road improvements will be discussed in the transportation section of the EIR; roadway maintenance is funded through a variety of tax sources.

Redevelopment activities would increase the residential population in the Downtown area, which is served by a high level of existing governmental services. This would be consistent with the Regional Blueprint to provide increased densities in areas already served by public utilities and services. The Central Library is planning on renovating the existing facility to accommodate an increase in population and demand for library services. Funding for the renovation would come from both the City of Sacramento and Sacramento County general and reserve funds, County Fund 11, Redevelopment Agency funding, statewide library bond funds, the City's general obligation bonds, parcel tax through Measure X, Mello-Roos Special Tax Bonds, and certificates of participation. Increased population engendered by redevelopment would contribute tax dollars into the City's general fund along with payment of other city fees and taxes. Impacts on governmental services would be less than significant.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

Impacts associated with fire services, police services, schools, public facilities, and government services are less than significant and will not be discussed further.

12. UTILITIES

Would the proposal result in the need for new systems or supplies, or substantial alterations to the following utilities.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
A) Communication systems?			X
B) Local or regional water supplies?	X		
C) Local or regional water treatment or distribution facilities?	X		
D) Sewer or septic tanks?	X		
E) Storm water drainage?	X		
F) Solid waste disposal?	X		

ENVIRONMENTAL SETTING

Communications

Sacramento County and City Communications System Sacramento Regional Radio Communications System (SRRCS)

Sacramento County departments (including the Sheriffs Department, Department of Airports, and Department of Public Works), City of Sacramento, City of West Sacramento, City of Folsom, Sacramento Regional Transit District (RT), and all local fire districts share a public safety radio communications system called the Sacramento Regional Radio Communications System (SRRCS). This system is owned and maintained by the Sacramento County Office of Communications and Information Technology, sharing maintenance and operation costs with other user agencies. Other state and local agencies also use the SRRCS for public safety purposes, such as for mutual aid assistance with other agencies.

The SRRCS is a 49 channel dual backbone, multi-site simulcast system that consists of nine microwave sites and seven radio repeater sites connecting over 7,000 radios countywide. The County backbone is made up of 25 channels that primarily serve County agencies. The City backbone is made up of the remaining 24 channels that primarily serve the City of Sacramento and the City of West Sacramento. This microwave system sends radio transmissions to repeater stations where the signal is then retransmitted by the repeater sites throughout the County (Stuber, 2000). There are nine radio repeater sites throughout the County, located as follows:

- City Dispatch Center - 111 Bercut Drive

- County Sheriff's Building - 711 G Street,
- Sacramento County Main Jail - 651 I Street
- Gibson Ranch - near the intersection of Tanwood Road and Kasser Road
- Carpenter Peak - north of U.S. Highway 50, in the City of Folsom
- County Sheriff's Substation - 9250 Bond Road
- Walnut Grove - 14001 River Road
- Freeport Water Tower - 7788 Freeport Boulevard
- Brighton Heights - 7399 San Joaquin Street

The City backbone consists of three simulcast sites located at the Sacramento County Main Jail, Freeport Water Tower, and Brighton Heights radio communication sites. The Brighton Heights site is in close alignment with the easterly/westerly streets of the downtown area, and the Freeport site is in close alignment with the northerly/southerly streets.

The County Jail radio repeater site is located two blocks south of the Southernmost portion of the Railyards Area. The County backbone does not have any coverage from either the Brighton Heights or Freeport Water Tower sites.

Automated Local Evaluation in Real Time (ALERT)

Sacramento County uses a radio system to allow communication between remote stream and rain gauges and the County Administration Building at 700 H Street. The Automated Local Evaluation in Real Time (ALERT) system is a network of 45 rain gages, stream gages, and weather stations throughout the County that gathers weather, rainfall, and stream data used to predict potential flood locations. The gages and stations transmit the data via radio waves to a downtown antenna located at 700 H Street (Huber, 2000).

State of California Public Safety Microwave Network

The Public Safety Microwave Network is a telecommunications microwave system serving the communications needs of state public safety agencies. The Network serves approximately 38 federal, state, and county agencies. The largest users of the network include the California Department of Transportation (Caltrans), California Department of Forestry and Fire Protection (CDF), California Highway Patrol (CHP), Department of Water Resources (DWR), and the Office of Emergency Services (OES). The network's primary function is to support the public safety mobile radio communications networks used by various state agencies. The network transmits communications between dispatch centers and mobile radios for agencies throughout the entire state.

Communications for many state agencies originate at the Sacramento Microwave Center, located at 1416 9th Street (the California Resources Agency), where microwaves are transmitted northeast to Banner Mountain (located west of Nevada City) and then transmitted to the statewide system. This microwave path supports public safety communications along the Interstate 80 corridor and the majority of northeastern California. The microwave path is about 200 feet above ground level and has a diameter of about 120 feet. From 9th and O streets, this path generally runs north-northeast, approaching 11th Street somewhere north of H Street.

National Weather Service

The National Weather Service maintains weather radar in the Davis area that is used for severe weather forecasting. A radio system also connects federal and state hydrologic forecasting centers located there with a network of rain and stream gauges in the area. Use of the Davis radar avoids impacts to the National Weather Service weather forecasting system caused by tall buildings in downtown Sacramento.

Water Supply/Treatment

The City provides water service from a combination of surface and groundwater sources. The area south of the American River is served by surface water from the American and Sacramento rivers. The City diverts water pursuant to riparian and pre-1914 rights, and pursuant to five post-1914 appropriative water rights. In 1957, the City and the U.S. Bureau of Reclamation agreed to a contract authorizing Sacramento to divert a maximum of 326,800 acre-feet per year (AFY) from the American and Sacramento rivers (245,000 AFY from the American River and 81,800 AFY from the Sacramento River) through the year 2030 and subsequent years. Of that total, the City is currently authorized to withdraw 205,500 AFY from the American and Sacramento rivers, but the authorized diversions will increase over time until reaching the maximum level. With conservation efforts and a new requirement for retrofitting water meters on all City properties, the amount of water delivered by the City has decreased over recent years despite an increase in population. According to the Department of Utilities Operation Statistics, water conservation savings for FY 2004/2005 was 3.7 percent, or 1,756 million gallons (mg).

The City has developed an Urban Water Management Plan (UWMP) in accordance with the State's Urban Water Management Act. The UWMP describes water demand and supply within the City, evaluates methods related to the conservation of water, presents an urban water shortage contingency plan, and provides information on the availability of reclaimed water and its potential for use as a water source in the City. With the expanded facilities, water supply would be reliably provided to all areas of the City under build-out conditions. Growth of the City's water supply system is intended to primarily meet the City's needs within its service area, and also facilitate regional programs to conjunctively manage surface and groundwater supplies as part of the ongoing Water Forum implementation project.

Sanitary and Storm Sewers

Sewage treatment for the City of Sacramento is provided by the Sacramento Regional County Sanitation District (SRCSD). 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 east of Freeport Boulevard. The SRWTP has an existing treatment capacity of approximately 181 million gallons per day (mgd) of seasonal dry-weather flow and 392 mgd of peak wet-weather flow (SRWTP Master Plan Draft Update, 1995).

SRCSD's Regional 2020 Master Plan accommodates for expansions of the treatment plant as growth occurs, based on the Sacramento Area Council of Government's (SACOG) regional population projections. The SRCSD 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 SRCSD in anticipation of new facilities needed to meet the cumulative demand of growth in the City and County of Sacramento, as identified in the SWRTP Master Plan. These fees are required on a case by case basis for redevelopment projects to provide for their fair share cost of the anticipated future construction of relief interceptor sewer and treatment facilities.

Currently, the City has an agreement with SRWTP to deliver no more than 60 mgd peak flow from the City's Sump 2 service area to the regional interceptor sewer. The SRWTP is a secondary treatment facility that provides raw influent and effluent pumping, primary clarification, secondary treatment with the high-purity oxygen activated sludge process, disinfection, solids thickening, and anaerobic solids digestion.

Combined Sewer System

The sewage collection and stormwater drainage systems are separate in some parts of the Amended Richards Boulevard Area. The area south of the railroad levee, the Dos Rios Housing Project, and a 14 block area east of 12th Street are a part of the City's Combined Sewer System (CSS); the rest of the Amended Richards Boulevard Area has separate stormwater drainage and sewage facilities. During wet weather, stormwater drainage originating in the southern part of the area, where stormwater and sewage faculties are combined, is added to sewage flows. Elsewhere in the area, stormwater is collected and transported to Pump Station 111, located on the American River, where stormwater flows are discharged.

The Railyards Area is in a portion of the City that is served by the City of Sacramento's Combined Sewer and Stormwater System (CSS) for wastewater and stormwater collection, treatment and disposal. Most of this area currently consists of undeveloped and/or raw land with little existing usage or facilities. Sanitary sewage and stormwater runoff in the project area currently flows directly to the CSS. Existing storm drainage and sanitary sewer pipelines in the Railyards Specific Plan Area are limited to those that are located in the historic Central Shops area and those located south of the main railroad lines. The pipelines in the Central Shops area are limited to conveyance of treated discharge from the groundwater remediation program, while those located south of the main railroad line convey both storm drainage and sanitary flows south to the CSS. These pipelines currently convey small volumes of stormwater (approximately 10 cubic feet per second) and sanitary sewer flows.

The CSS is a wastewater collection system designed to convey domestic sewage, commercial and industrial wastewater, and surface stormwater runoff to the SRWTP. Approximately 7,000 acres of the Downtown area are served by the CSS. In addition to the Downtown area, approximately 2,200 acres encompassing River Park, CSUS, and the eastern Sacramento area contribute sanitary sewage flows to the CSS. The CSS system consists of a single network of pipelines that collect both storm water drainage and sanitary sewer discharges from the Downtown area. The CSS also includes facilities such as pumping stations, the Pioneer Reservoir off-line storage, and the two primary treatment plants: the City's Combined Wastewater Treatment Plant (CWTP) and Pioneer Reservoir. The collection system is divided into networks and consists of trunks, interceptors, reliefs, force mains, laterals, and other pipelines. Trunk sewers represent seventy percent of the total collection system capacity (5,000,000 cubic feet total capacity).

The CSS conveys flows from the City south to the SRWTP, approximately five miles south near the unincorporated community of Freeport. Currently, the City has an agreement with SRWTP to deliver no more than 60 million gallons per day (mgd) peak flow from the City's Sump 2 service area to the regional interceptor sewer. During dry weather, approximately 25 mgd flows to the SRWTP from Sump 2. The SRWTP is a 181-mgd pure oxygen activated sludge treatment plant that includes raw influent and effluent pumping, primary clarification, secondary treatment with the high-purity oxygen activated sludge process, disinfection, solids thickening, and anaerobic solids digestion (SRWTP 2020 Master Plan).

When CSS flows are greater than the City's contract amount with SRWTP, CSS flows are diverted to the CWTP located near South Land Park Drive and 35th Avenue, where an additional 130 mgd of combined wastewater receives primary treatment with disinfection and discharge to the Sacramento River. Wet weather flows are known to exceed system capacity during heavy storm events. Flows during heavy storm events which are in excess of the 190 mgd combined capacities of the SRWTP (60 mgd) and CWTP (130 mgd), result in a combined sewer overflow (CSO).

During CSO events, flows to Sump 2 greater than 190 mgd are diverted to the 28 million gallon Pioneer Interceptor and Reservoir for storage. During major storms, Sump 1/IA also pumps up to 120 mgd to the Pioneer Reservoir. The stored combined wastewater is diverted back to the SRWTP or the CWTP for treatment as treatment capacity allows, or is discharged directly to the Sacramento River without treatment if storm flows exceed total treatment and storage capacity.

During extreme high flow conditions, discharges of untreated combined wastewater may occur at the bypass point for Sump 1A. Discharges at this bypass point have not occurred in the last twenty years according to Department of Utilities staff. The CWTP and sumps are currently being managed under an interim operations plan dated 15 November 1994. Collected screenings are hauled to a landfill, and sludge and other solids removed from liquid wastes are pumped through the collection system to the SRWTP.

The CSS has inadequate hydraulic capacity and is in need of rehabilitation. Since many of the pipelines are too small and have too flat a slope to accommodate flows during moderate and intense storms, outflows of combined sewage and stormwater from the CSS have occurred over the years out of plumbing fixtures located in basements and low-lying drop inlets and maintenance holes onto the streets. In addition, localized flooding of stormwater occurs in several areas because runoff is greater than the CSS pipeline capacity.

Exposure of people to untreated wastewater creates a health risk. On June 22, 1990, the California Regional Water Quality Control Board, Central Valley Region (RWQCB) adopted Cease and Desist Order No. 90-179, requiring the City of Sacramento to cease and desist CSS discharges into the Sacramento River in violation of RWQCB Order No. 85-342. The Cease and Desist Order (and amendments 91-199 and 92-217) required the City to undertake operational improvements on the CSS, and perform a risk assessment on the known and potential health impacts of CSOs.

In compliance with the Order, the City submitted numerous alternatives to improve the CSS, as well as performed a public health risk assessment from outflows of the CSS. The City concluded that completely separating the sewer and storm water systems and conducting rehabilitation of the CSS would have adverse effects to City streets and would be economically infeasible. Thus, the City identified a long-term control plan (CSS

Improvement Program) which includes system improvements to reduce CSO events. Rehabilitation of the CWTP and the remaining sewers is being conducted over a ten to fifteen year period. The CSS Improvement Program complies with the federal EPA's CSO Control Policy in terms of both required implementation steps and CSO discharge limits. Since implementation of the Program, there has been a substantial decrease in CSOs to the Sacramento River (2001-2006 CIP, Utilities Program Overview).

On March 22, 1996, RWQCB rescinded the Cease and Desist Order and issued a new National Pollutant Discharge Elimination System (NPDES) permit (Order No. 96-090) that includes a schedule for implementing the initial phase of the CSS Improvement Program. In June 2000, the City of Sacramento began work to upgrade the CSS in the older part of the city. Completed projects include:

- A local 1.4 million gallon underground storage facility in operation at 42nd and R streets
- The rehabilitation of Sump 1/1A that increased its capacity from 130 mgd to 200 mgd
- Conversion of Pioneer Reservoir to a primary treatment facility by providing disinfection
- Construction of a 3 million-gallon underground storage facility at 49th and V streets
- Improvements to Sump 2 to improve operations and increase capacity from 530 mgd to 720 mgd
- An in-line storage project in Broadway near Tahoe Park
- An in-line storage in the Land Park area

Sewer and CSS projects receiving significant new or additional funding in fiscal year 2006/07 include:

- The S Street Brick Interceptor Replacement, 9th to 11th Streets (XN34)
- Sump 2 Switchgear Replacement (XN46)
- The 5th Street Combined Sewer Replacement, and U Street to R Street (XN56).

The CSS projects are part of the $132 million CSS Improvement Project adopted by City Council and approved by the RWQCB.

Combined System Development Fee

The City of Sacramento has developed a sewer ordinance amendment to replace the Mitigation Agreement previously required for developers.[2] The ordinance was adopted March 15, 2005. The ordinance requires a development fee for projects within the CSS service boundary. Key aspects of the CSS development fee include:

- A fee of $2,633 equivalent single-family dwelling unit (ESD)[3] that will be subject to periodic adjustments.

[2] City of Sacramento, Department of Utilities, Memorandum subject: Combined Sewer System Development
Fee, March 1, 2004
[3] 1 ESD equals 400 gallons per day

- The first 25 ESDs of a development will be charged $106 per ESD.
- CSS development fees may be fully or partially offset by constructing cost sharing in the construction or mitigation project.
- The fee approximates the cost to construct local storage to mitigate impacts downstream.
- Fees will be collected into a fund for the City to construct larger projects to mitigate multiple developments.

Solid Waste

The City of Sacramento, Department of Public Works, Solid Waste Division collects the solid waste in the project vicinity and takes it to the Sacramento Recycling and Transfer Station, located at Fruitridge Boulevard and Florin Perkins Road. BLT Enterprises of Sacramento Inc. sorts the waste for recyclables and hauls the remainder to the Lockwood Landfill, in Nevada.

State Assembly Bill 939 (AB 939) required all cities to develop a source reduction and recycling program to achieve a 25 percent reduction of solid waste by 1995 and a 50 percent reduction by the year 2000. To comply with the AB 939 requirements, the City of Sacramento amended its comprehensive Zoning Ordinance to include a Recycling and Solid Waste Disposal Regulations section. Chapter 17.72, Recycling and Solid Waste Disposal Regulations, calls for all commercial, office, industrial, public/quasi-public, and five-unit or more multiple-family residential developments to create a recycling program which includes a flow chart depicting the routing of recycled materials and a site plan specifying the designing components and storage locations associated with recycling efforts.

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Result in a detriment to microwave, radar, or radio transmissions
- Create an increase in water demand of more than 10 million gallons per day
- Substantially degrade water quality
- Generate more than 500 tons of solid waste per year
- Generate stormwater that would exceed the capacity of the stormwater system

ANSWERS TO CHECKLIST QUESTIONS

Construction Impacts on Utilities

The construction activities engendered by redevelopment may result in short-term disruption of public services and utilities. While steps are taken during construction planning to minimize disruption, some measure of disruption could occur. The source could either be the City (water services) or a private service provider, such as PG&E or SMUD. The City Utilities Department's standard practice is to inform adjacent property owners 10 days in

advance of any water service disruption that will last longer than 4 hours (the Fire Department is included in the notification). City Utilities may shut off water services at any time in an emergency situation without prior notification. Outside agencies may, as a courtesy, inform adjacent businesses as well. This would be a less-than-significant impact.

QUESTION A

Many federal, state, and local government agencies, as well as private entities, use radio and microwave repeaters mounted on building rooftops. Radar dishes are also mounted on regional mountaintops. Most radar energy is receivable within a certain arc, or range, from the sending point to the receiving point. Obstacles such as tall buildings sometimes block communications within this range. Some systems require a clear line of sight for dependable communications, and any obstacle located between the sending point and the receiving point, including buildings, could block communications or create a blind spot in the communications system.

Sacramento County uses a radio system to allow communication between remote stream and rain gauges and the County Administration Building at 700 H Street, south of the project site. The County Administration Building is also linked to the University of California, Davis Medical Center (UCDMC) by radio and microwave communications systems. The UCDMC is the major hub of the entire County radio communications system. The Sheriff's Department operates an independent radio and microwave communications system between its offices at 711 G Street and mobile patrol units. The County also uses an independent radio and microwave system to communicate with County employees who work at Sacramento International Airport.

Sacramento County, in conjunction with the Cities of Sacramento, West Sacramento, and Folsom and ten fire agencies, installed a communications system for police, fire, and local government agencies in 1996. The system, referred to as the Sacramento Regional Radio Communications System (SRRCS) was developed to avoid interference problems with buildings in Downtown Sacramento. The Sacramento City Fire Code requires that prior to building occupation, the Department test for radio coverage within the buildings. If the test fails, the building must include a radio antenna to transmit radio signals within the building.

The City of Sacramento operates radio communications systems to communicate with mobile police, fire, public safety, and public works units, and the City's 911 Communications Center at 111 Bercut Drive. The City also communicates with the Sacramento County Main Jail located Downtown on I Street between 6th and 7th streets.

The National Weather Service has weather radar at 1416 9th Street that is used for severe weather forecasting. A radio system also connects state and federal hydrologic forecasting centers located there with a network of rain and stream gauges in the area. Weather radar was installed in the Davis area in 1994. The Davis radar supplements the 9th Street radar, which will eventually be decommissioned. Use of the Davis radar avoids impacts to the National Weather Service weather forecasting system caused by tall buildings in Downtown Sacramento.

The Public Safety Microwave Network has a major transmitter at the Sacramento Microwave Center located at 1416 9th Street (on the California Resources Agency building). There are also receiver sites at the I-5 and Richards Boulevard intersection and on the Caltrans building Downtown. The system operates on line-of-sight, meaning that there needs to be

an unobstructed pathway between receiver sites for the system to operate correctly. Communications for many state agencies originate at the Sacramento Microwave Center, where microwaves are transmitted northeast to Banner Mountain (located west of Nevada City) and then transmitted to the statewide system. The microwave path is about 200 feet above ground level and has a diameter of about 120 feet. From 9th and O streets, this path generally runs north-northeast, approaching 11th Street somewhere north of H Street. Whereas the project areas are located northwest of the Microwave Center, redevelopment activities in the project areas will not interfere with this transmission.

The Sacramento City Fire Code requires that a building be tested for ratio coverage, and must include a radio antenna to transmit radio signals within the building if necessary. In addition, the project areas are not within the path of the Public Safety Microwave Network transmissions. Therefore, impacts on the downtown communications network are considered less than significant.

QUESTIONS B AND C

The City of Sacramento provides water service to areas within the City limits from both surface and ground water sources. The City has water rights to 326,800 acre feet of water per year (AFY). Of this, Sacramento Municipal Utility District (SMUD) has rights to 15,000 AFY. Overall water consumption for 2006 (the most recent year for which data is available) totaled 138,671 AF, which is 75,329 AF less than the maximum diversion amount specified in the United States Bureau of Reclamation (USBR) settlement contract for 2007 (214,000 AFA).

The City's Department of Utilities, Division of Water has a policy of serving all planned developments within the City boundary that are part of the City's General Plan, thereby allowing the City to plan future treatment facilities in advance of the required demand. Eventually, the City's water rights to the American and Sacramento rivers may be the limiting factor of future development beyond the year 2035; however, treatment capacity is currently the deciding factor in determining a level of significance impact on the City's Water System. The City has adequate water rights to supply anticipated demand within the City at build-out. New water supply system infrastructure would be coordinated with development as it occurs throughout the City, and all necessary infrastructure would be put in place to serve projects on a case-by-case basis. Redevelopment projects would be required to contribute towards their share of expanding the water treatment facility to accommodate increases in flow through the system.

The intensification of uses and build-out of the General Plan could result in the need for upgrades to the City's water distribution and/or treatment systems. Redevelopment activities would contribute to cumulative increases in the need for water supply treatment and/or distribution facilities. These issues will be discussed in the EIR.

QUESTIONS D AND E

Redevelopment would encourage General Plan build-out of the project areas, which would increase the amount of developed land uses and population in the City and result in the generation and discharge of additional wastewater and stormwater runoff requiring treatment at the SRWTP. This issue will be discussed in the EIR.

QUESTION F

The City of Sacramento, Department of Public Works, Solid Waste Division currently collects most of the solid waste in the project areas. Most commercial establishments, however, hire private collectors to dispose of their dry solid waste. Waste generated within the City is taken to a transfer station, where a private contractor provides disposal to appropriate landfills consistent with federal, state, and local statutes and regulations.

As addressed in the setting section, a number of landfills operate in the Sacramento region, and landfills outside the region also serve Sacramento's solid waste needs. Lockwood Landfill, the primary destination for waste collected by the City of Sacramento, is undergoing an expansion that will increase its capacity enough to continue operation for at least the next 100 years. Kiefer Landfill is not expected to reach capacity for another 60 years. As growth continues in the region, in accordance with the County General Plan and city general plans, population would increase and the solid waste stream would continue to grow. Implementation of the Solid Waste Authority and Sacramento recycling requirements, however, would continue to significantly reduce potential impacts on landfill capacity. The existence of significant capacity at the City's primary landfills, the exporting of solid waste, and aggressive recycling policy would result in a less-than-significant solid waste impact.

MITIGATION MEASURES

Any necessary mitigation measures will be discussed in the EIR.

FINDINGS

Redevelopment activities could engender development that could impact the existing CSS and water treatment facilities. These issues will be addressed in the EIR. The proposed project would result in a less-than-significant impact on communication systems and solid waste disposal, and these issues will not be discussed further.

13. AESTHETICS, LIGHT AND GLARE

Would the proposal:

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
A) Affect a scenic vista or adopted view corridor?	X		
B) Have a demonstrable negative aesthetic effect?	X		
C) Create light or glare?	X		

ENVIRONMENTAL SETTING

The Amended Richards Boulevard Area features a mixture of residential, commercial, office and industrial uses, in addition to open space areas along the American and Sacramento River Parkways that make up the areas' northern and western boundaries. Most of the Amended Richards Boulevard Area supports warehouses and distribution facilities, which occupy most of the frontage along Richards Boulevard. In addition, warehouse and distribution structures are noticeable north and south of Richards Boulevard on North 3rd, North 5th, and North 10th streets and Dos Rios Boulevard, south on North 7th Street, and north on Sequoia Pacific Boulevard. Warehouse and distribution facilities also are prevalent along North B Street, Vine Street, North 12th Street, 16th Street and the southern boundary of the Richards Area Plan. Industrial uses are also highly visible in the area, primarily processing and fabrication activities such as:

- The Capitol Station District 65, LLC site, north of Richards Boulevard
- The State Printing Office located south of Richards Boulevard
- The Martin Sprocket and Gear opposite Dos Rios School
- The California Almond Exchange in the southeastern corner of the area
- The General Produce Distribution facility located at 14th Street and North B Street

There are no designated scenic highways located within or adjacent to either the Amended Richards Boulevard or Railyards project areas.

The visual character of the Railyards Area is dominated by remnants of its historic railroad past, including the Union Pacific main railroad lines, rail spur lines that traverse the site, the red-brick passenger rail depot, the recently renovated red-brick REA building, and the Central Shops buildings. The riverfront edge of the site is dominated by the historic I Street swing bridge, the elevated section of Jibboom Street, and remnants of historic structures on the river levee itself.

The Amtrak Depot is situated on the southernmost portion of the Railyards Area, adjacent to the newly renovated REA building, and is visible along I Street and in views from 3rd, 5th, and H streets. Both the passenger depot building and the REA building are distinguished by red

brick façades with symmetrical elevations and patterned bricks that frame the windows. The Central Shops are historic buildings located north of the passenger depot and consist primarily of former manufacturing and maintenance shops. Historically these buildings were used for producing and maintaining rail equipment. However, they have been mostly vacant since the early 1990s. Although the styles vary among these buildings, and exterior materials range from corrugated metal to decorative brick, particular design features consistent within the Central Shops area.

Along the western boundary of the project site, the elevated section of Jibboom Street runs parallel to the river, directly west of I-5, which is also elevated. The Railyards Area is most visible from the elevated section of the I-5 between the project area and the Richards Boulevard exit. The waterfront portion of the area is located on the east bank of the Sacramento River. Characterized by steep embankments (levees) and riparian woodland (dominated by several large cottonwood trees) along the riverbanks, the river is largely out of sight from the majority of the project area.

The Sacramento River is only visible from the far western boundaries of the Railyards Area, directly along the waterfront. A continuous levee, approximately 20 feet high, runs along the north and southeast edges of the project area, as well as the southeastern edge of the site. The levee forms a partial barrier, visually separating much of the project area from the adjacent Alkali Flat neighborhood to the southeast and from the Amended Richards Boulevard Area to the north and east.

North of the existing depot, rail lines, and Central Shops, the majority of the remaining project area is undeveloped. Remediation efforts have been underway for many years, and efforts are ongoing leaving fenced off areas and large dirt mounds scattered throughout the project area. The northerly extension of 7th Street is the one recent visual change to the area.

The riverfront areas on the northern and western edges of both Project Areas are heavily vegetated and contain few or no structures. Although the levee blocks views of the American and Sacramento rivers from ground level, the trees along the riverbanks are visible above the levee, and provide a strong visual suggestion of the rivers' proximity. The Lower American River, classified by the State as a "recreational" river within the State and Federal Wild and Scenic River System, is designated by the American River Parkway Plan as a Protected Area. The Amended Richards Boulevard Area includes the Tiscornia Park and Jibboom Street East portions of the Parkway's Discovery Park Area. The Sacramento River area is protected under the Sacramento River Parkway Plan.

Sacramento Central Business District Urban Design Plan

The Sacramento Urban Design Plan (UDP) designates particular streets in the Central Business District as protected view corridors. View corridors adjacent to the Railyards Area include I Street, 4th Street, 7th Street, 9th Street and 10th Street. The project area itself does not fall within the Central Business District; however, as views along 4th, 7th, 9th, and 10th streets lead directly to the project area, the UDP is considered relevant to this project in relation to these view corridors.

STANDARDS OF SIGNIFICANCE

Light

Light is considered significant if it would be cast onto oncoming traffic or residential uses.

Glare

Glare is considered to be significant if it would be cast in such a way as to cause public hazard or annoyance for a sustained period of time.

Shadows

New shadows from developments are generally considered to be significant if they would shade a recognized public gathering place (e.g., park) or place residences/child care centers in complete shade.

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A AND B

Eventual build-out under current plans would include buildings up to 500 feet high in the project areas, which would be highly visible could the scenic river resources and much of the surrounding area. When the land use plans were adopted, the City Council determined that development consistent with the plans would result in a significant and unavoidable impact on visual resources. Aesthetic and urban design issues will be discussed in the EIR.

QUESTIONS C AND D

The increase in project area lighting as a result of redevelopment engendered projects could affect adjacent uses if new buildings were developed next to existing or future sensitive uses (i.e., residential uses) that would not otherwise experience impacts from existing lighting sources or if tall buildings included significant neon lighting or lighted signs.

Solar glare created by the reflection of light off building surfaces has the potential to create impacts if it causes distracting glare for drivers on city streets or on nearby freeways. As the sun travels from east to west, areas of glare may be produced as the sun hits the surface of a building and reflects from that surface. The height and width of a structure affects the area of glare. The length (size) of the glare changes during the year with the longer areas of glare occurring during the winter and shorter areas during the summer. Development engendered by redevelopment could result in buildings that may be visible from local streets as well as I-5 and SR 160 at angles that could produce glare (although usually at an angle and not front-on glare) and could potentially produce a significant glare impact. Light and glare issues will be discussed in the EIR.

MITIGATION MEASURES

Any necessary mitigation measures will be discussed in the EIR.

FINDINGS

Redevelopment-engendered development could result in potentially significant impacts to aesthetics, light and glare; these issues will be discussed further in the EIR.

14. CULTURAL RESOURCES

Would the proposal:

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
A) Disturb paleontological resources?	X		
B) Disturb archaeological resources?	X		
C) Affect historical resources?	X		
D) Have the potential to cause a physical change which would affect unique ethnic cultural values?	X		
E) Restrict existing religious or sacred uses within the potential impact area?			X

ENVIRONMENTAL SETTING

The project areas are located in the upper Central Valley of California at the confluence of the American and Sacramento rivers. Prior to being filled, the project areas contained two bodies of water. The northern body was known as the Willow Lake, the southern as Sutter Lake, Sutter Slough, or China Lake. These lakes, their banks, and adjacent marshlands made up the entire Railyards Area. Both lakes were attached to the Sacramento River by narrow channels through which flood water flowed, creating lakes during periods of high water and a marsh the remainder of the time. Low-lying marshes bordered Sutter Lake to the north, while woodlands encompassed the lake on all other sides.

Early development of Sacramento caused increasingly efficient flood control measures to protect the town from inundation and subsequent sewage problems generated by periodic flooding of the American and Sacramento rivers. Levees constructed as of 1860 traversed the Railyards Area. In 1868, the "S" curve of the American River bypassed by digging an entirely new channel, which joined the Sacramento River north of the area, and reduced the frequency of flooding that once occurred within the present day Amended Richards Boulevard Area. The often swampy character of the Amended Richards Boulevard Area limited its potential growth and consequent value during the 19th and early 20th centuries, and the area became a focus for a variety of industrial uses after unsuccessful efforts to use it for farming. In the early 1920s, the City constructed a large water filtration plant on Bercut Drive. The Bercut-Richards Cannery, a major cannery and canning manufacturer, opened in the area in 1932.

The general area lying north of the Railyards and along the Sacramento River, was originally known as Slater's Addition. It was surveyed with streets and parcels laid out on the 1848 plat at the same time as the rest of Sacramento. It was crisscrossed by a number of streets (Sycamore, First, Broad, Lake) that no longer exist. Lying between Sutter Lake and the original confluence of the American River, the area was altered greatly by extensive flood control efforts, until 1868 when the confluence was rechanneled farther upstream and

north of Slater's Addition. The many ships anchored off Slater's Addition gave rise to the name of Jibboom Street for its waterfront area. This area did not develop as rapidly as the Central Business District between I and M streets. The first assessors map available shows that in October 1852, most of Slater's Addition was undeveloped property.

The most important development in Slater's Addition was the establishment of the Central Pacific Railroad (CPRR) maintenance yards. The Sacramento-based CPRR incorporated in 1861 for the purposes of building a railroad across the Sierra Nevada and joining the Union Pacific rails mid-continent, to tie the East and West Coasts together into one system. In 1862, the City of Sacramento granted the company right-of-way into the city as well as to Sutter Lake. The equipment for the transcontinental railroad was built in the CPRR shops in this location.

Through the 1860s, the CPRR maintenance and repair shops grew. At one time, the Railyards contained the body of water variously known as Sutter Lake, Sutter Slough, and China Lake. By 1869, the CPRR had filled in 20 acres of the lake. Filling was completed by 1910. The Railyards grounds appear to have been filled to a depth of at least 10 to 15 feet on the south side (where it is contiguous to I Street), six to eight feet along the east side, adjacent to 7th Street, and to an undetermined depth elsewhere.

The Railyards Area contains a number of structures that are of historic significance when taken singly but are of even greater value when considered as a group. These include the Depot, the REA building, and the Central Shops. The Amended Richards Boulevard Area was surveyed and evaluated according to the criteria adopted by the City for the preparation of the Survey of Significant Non-Residential Structures, prepared for the City in 1980.

STANDARDS OF SIGNIFICANCE

Cultural resource impacts may be considered significant if the proposed project 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

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A THROUGH D

Redevelopment activities could adversely affect historic and cultural resources in the project areas through both infrastructure and development activities, including construction, demolition, and rehabilitation. Eminent domain could be used to acquire several industrial properties eligible for listing in the National Register of Historic Places or the Sacramento Register for redevelopment consistent with adopted plans. These buildings include:

- The Sacramento Pipe Works facility
- The warehouse at North 16th and A streets
- Structures at 1400 and 1500 North C Street

- McDonald's Food Equipment Company
- Crest Carpet Company
- Capitol Sheet Metal
- Maryhouse at 301 North 12th Street,
- The Produce Terminal Building in the Richards Area
- The Depot, REA Building, and the Central Shops in the Railyards Area

Listed or eligible structures could be directly or indirectly impacted by redevelopment activities, or sub-surface archaeological deposits disturbed during construction. Cultural and historic resources will be discussed in the EIR.

QUESTION E

The project areas have been developed since the late 1800s, and there are no cultural uses or existing religious or sacred uses associated with the potential impact area.

MITIGATION MEASURES

Any necessary mitigation measures will be discussed in the EIR.

FINDINGS

Redevelopment activities and redevelopment engendered development could result in a potentially significant impact for paleontological, archaeological, and historic resources, and these issues will be discussed further in the EIR.

15. RECREATION

Would the proposal:

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
A) Increase the demand for neighborhood or regional parks or other recreational facilities?			X
B) Affect existing recreational opportunities?			X

ENVIRONMENTAL SETTING

The City of Sacramento Department of Parks and Recreation (Parks Department) maintains more than 2,000 acres of developed parkland; manages more than 210 parks; 81 miles of on- and off-road bikeways and trails; 17 lakes, ponds, or beaches; over 20 aquatic facilities; 18 community centers; and provides park and recreation services at city-owned facilities within the City of Sacramento. Several facilities within the City of Sacramento are owned or operated by other jurisdictions, such as the County of Sacramento and the State of California. The City of Sacramento Parks and Recreation Master Plan (PRMP) guides park development in the city.

Existing City park facilities within the Central City consist of approximately 275 acres of parkland, 75 acres of which are developed. In addition, two non-city owned parks and open space areas are situated within the Central City: Capitol Park encompasses 36 acres and Old Sacramento State Historic Park occupies 28 acres.

A variety of open space areas exist within the Central City area in addition to parks, including the Sacramento River Parkway, the American River Parkway, and non-city owned space and public plazas. Open space in Sacramento is maintained for several reasons, including natural resource preservation, managed production of resources, recreational use, community agriculture, and plant and wildlife preservation.

Open space areas in the project areas currently include portions of the Sacramento River and American River parkways, and utility and transportation easements. Park facilities within or adjacent to the project areas include Jibboom Street Park, Discovery Park, Sacramento River Parkway, American River Parkway, Tiscornia Park, and Old Sacramento.

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 City's General Fund and other special collections provide the financial support to achieve basic park and recreational services. The City does not recognize the level of provision of these services as physical environmental impacts. The City views park services as basic social services to be provided by the City. The level of service is based in part on the economic health of the service provider, in this case, the City of Sacramento.

Parks provide a wide range of services that are affected by population increases. These services, however, are not impacted by physical environmental effects created by the proposed project. 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.

Redevelopment in the project areas could engender an increased demand for recreation resources by new residents and/or employees. The Jibboom Street Park, Discovery Park, Sacramento River Parkway, American River Parkway, Tiscornia Park, and Old Sacramento are located within or in the vicinity of the project areas, and contain the capacity to accommodate employee increases and new residents in the project areas. In addition, the Railyards Specific Plan would provide 41.16 acres of new parks and open space within the Railyards Area. The impact on recreational facilities would be less than significant.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

The proposed project would result in less-than-significant impacts to recreational resources.

16. MANDATORY FINDINGS OF SIGNIFICANCE

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant 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 the potential to achieve short-term, to the disadvantage of long-term environmental goals?			X
C 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		
D Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? Disturb paleontological resources?	X		

ANSWERS TO CHECKLIST QUESTIONS

QUESTION A

Redevelopment activities and redevelopment engendered development would involve demolition, excavation, and construction activities in an area known to contain sensitive historic and archaeological resources, and sensitive biological habitat. These issues will be discussed in the EIR.

QUESTION B

The proposed project would be consistent with Regional Blueprint goals to promote infill housing and higher density development on major transit corridors and on brownfield redevelopment areas. This would be in the interest of long-term environmental goals regarding air quality, climate change, and traffic.

QUESTION C

Redevelopment activities and redevelopment engendered development, in conjunction with other projects in the City, may have a cumulative effect on air quality, cultural resources, hazards, noise, traffic, and utilities. Cumulative impacts will be discussed in the EIR.

QUESTION D

Any of the identified potential impacts for air quality, cultural resources, hazards, noise, traffic, and utilities could cause a substantial adverse effect on human beings, either directly or indirectly. These issues will be discussed in the EIR.

SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

- [x] Land Use and Planning
- [x] Population and Housing
- [ ] Seismicity, Soils and Geology
- [x] Water
- [x] Air Quality
- [x] Transportation/Circulation
- [x] Biological Resources
- [ ] Energy and Mineral Resources
- [ ] None Identified
- [x] Hazards
- [x] Noise
- [x] Public Services
- [x] Utilities and Service Systems
- [x] Aesthetics
- [x] Cultural Resources
- [ ] Recreation
- [x] Mandatory Findings of Significance

SECTION V - 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 NEGATIVE DECLARATION will be prepared.

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

October 25, 2007

Signature

Date

Tom Buford

Printed Name

REFERENCES CITED

This analysis is incorporating by reference the general discussion portions of earlier environmental documents (CEQA Guidelines Section 15150(a)). These documents are available for public review at the City of Sacramento, Development Services Department, New City Hall, 915 I Street, 3rd Floor, Sacramento, CA 95814.

- *Blueprint Preferred Scenario for 2050,* Sacramento Area Council of Governments, December 2004.
- *City of Sacramento General Plan*, City of Sacramento, updated and adopted January 1988; as revised by Council in 2000 and 2003.
- *City of Sacramento Zoning Code*, current through Ordinance 2007-021 and the May 2007 code supplement, City of Sacramento, retrieved from http://www.qcode.us/codes/sacramento/.
- *City of Sacramento General Plan Update Draft and Final Environmental Impact Report*, City of Sacramento, Draft EIR dated March 2, 1987, and Final EIR dated September 30, 1987.
- *City of Sacramento General Plan Update Technical Background Report*, City of Sacramento Development Services Department, June 2005.
- *Cultural and Entertainment District Master Plan,* City of Sacramento, adopted May 1990.
- *Findings of Fact and Statement of Overriding Considerations for the Adoption of the Sacramento General Plan Update*, City of Sacramento, 1988 and all updates.
- *Guide to Air Quality Assessment in Sacramento County*, Sacramento Metropolitan Air Quality Management District, July 2004.
- *Historic Preservation Chapter of the City Code*, Title 17, Chapter 17.134, City of Sacramento, current through Ordinance 2007-049 and the code alert page, City of Sacramento, http://www.qcode.us/codes/sacramento/.
- *Merged Downtown Redevelopment Plan EIR*, Redevelopment Agency of the City of Sacramento, Downtown Development Group, November 5, 2004.
- *Preservation Element of the City's General Plan*, City of Sacramento, adopted April 25, 2000.
- *Railyards Specific Plan Draft EIR,* City of Sacramento, August 2007.
- *Richards Boulevard Redevelopment Plan 3rd Amendment Mitigated Negative Declaration*, City of Sacramento, Downtown Development Group, July 16, 2004.
- *Sacramento Register*, City of Sacramento Listing of Landmarks, Historic Districts, and Contributing Resources, updated April 2007.
- *Sacramento Central City Community Plan*, City of Sacramento, adopted May 15, 1980, reflects City Council amendments through February 25, 1997.
- *Sacramento Urban Design Plan*, Central Business District Urban Design Framework Plan, Sacramento Housing and Redevelopment Agency, adopted February 18, 1987.