

## **2 SUMMARY**

This section briefly describes the project under consideration, alternatives to the proposed project, areas of controversy, and direct and indirect project impacts. All impacts and mitigation measures that were identified during the course of this environmental analysis are presented in Table 2-1 at the end of this chapter.

### **2.1 SUMMARY OF THE PROJECT DESCRIPTION**

#### **2.1.1 PROJECT LOCATION**

The proposed Project Area is located in the southeastern portion of the City, in the vicinity of California State University Sacramento (see Chapter 3, Figure 3-1). The proposed Project Area is approximately 654 acres, and generally bounded by 65<sup>th</sup> Street, Folsom Boulevard, the Union Pacific Railroad right-of-way, Power Inn Road, 17<sup>th</sup> Avenue, and San Joaquin Street (see Chapter 3, Figure 3-2).

#### **2.1.2 PROJECT DESCRIPTION SUMMARY**

The Redevelopment Agency of the City of Sacramento (Redevelopment Agency) proposes to establish a 65<sup>th</sup> Street Redevelopment Project Area (Project Area) and adopt a 65<sup>th</sup> Street Redevelopment Plan (Plan), to provide the Redevelopment Agency with the tools needed to revitalize a relatively stagnant part of the community by removing physical and economic blight. A preliminary feasibility analysis prepared for the Redevelopment Agency determined that the proposed Project Area's commercial and residential properties are in physical and economic decline. Conditions noted in the feasibility analysis included factors hindering economically viable use, deteriorating structures, and depreciating property values. The feasibility analysis concluded that tax increment financing and other redevelopment tools could be used to alleviate such conditions through a comprehensive improvement program.

Under the proposed Redevelopment Plan, the Project Area would be improved in a manner consistent with the General Plan and specific plans. The major goals of the Redevelopment Plan are as follows:

- A. The elimination of blighting influences and the correction of environmental deficiencies in the Project Area, including, among others, incompatible and uneconomic land uses, buildings in which it is unsafe or unhealthy for persons to live or work, incompatible uses, small and irregular lots in multiple ownership, depreciated or stagnant property values, abnormally high business vacancies and low lease rates, and inadequate or deteriorated public improvements, facilities, and utilities.
- B. The replanning, redesign, and development of portions of the Project Area which are stagnant or improperly utilized.
- C. The assembly of land into parcels suitable for modern, integrated development.
- D. The improvement of pedestrian, bicycle and vehicular circulation in the Project Area, in particular, public transit access and support.

- E. The strengthening of the economic base of the Project Area and the community by the installation of needed site improvements to stimulate new residential, commercial, and light industrial expansion, employment, and social and economic growth.
- F. The provision of adequate land for parking and open spaces.
- G. The establishment and implementation of performance criteria to assure high site design standards and environmental quality and other design elements which provide unity and integrity to the entire Project.
- H. The provision of opportunities for participation by property owners in the revitalization of their properties.
- I. The increase, improvement, and preservation of the community's supply of housing available to low- and moderate-income persons and families.

The Redevelopment Plan would implement the City's adopted General Plan and specific plans by, among other things, funding improvements around transit stations, developing vacant properties, and redeveloping underutilized properties, thereby improving property values. It provides the Redevelopment Agency with powers, duties, and obligations to implement and further the program generally formulated in the plan. Because of the long-term nature of the Redevelopment Plan and the need to retain flexibility, it does not present a precise plan or select from among possible projects for any specific area. The proposed Redevelopment Plan presents a process and a basic framework within which specific plans will be presented, specific projects will be established, and specific solutions will be proposed, and by which tools are provided to fashion, develop, and proceed with such actions. The proposed Redevelopment Plan will provide a financing and implementation mechanism by which the Redevelopment Agency can utilize a range of projects and programs and work with residents, businesses, and property owners to alleviate the blighted conditions that exist in the project area.

The proposed Redevelopment Plan would provide tax increment financing to fund capital improvements, housing, economic development incentives, and financial incentives for rehabilitation and redevelopment. The potential traffic/circulation improvement projects could include, but are not limited to roadways, landscaping, street lights, pedestrian walkways, bridges, interchanges, curbs, gutters, sidewalks, parking, street widening, street lights, traffic signals, over or underpasses, utility undergrounding, bicycle paths, street medians, trails, and trolley crossings.

The potential sewer and drainage improvement projects could include, but are not limited to, monitoring systems, sewer parallels, drainage lines, sewer lines, sump improvements, detention basins, wastewater treatment facilities, flooding systems, flood control dikes, and sewer systems. The potential utility and communication improvement projects may include, but are not limited to, electrical distribution systems, natural gas distribution systems, cable TV and fiber optic communication systems, water distribution systems, and windbreaks.

If the 65<sup>th</sup> Street Redevelopment Plan is adopted by the City Council (after a public hearing anticipated to occur in spring 2004), all of the properties within the 65<sup>th</sup> Street Project Area could be eligible for redevelopment benefits, such as financial incentives for rehabilitation and redevelopment. The Redevelopment Agency could finance Project Area improvements and programs through tax increment financing, a mechanism unique to redevelopment agencies in California. Tax increment financing reallocates a portion of the future growth in property tax

revenue to the Redevelopment Agency for Project Area improvements and programs without burdening property owners with onerous property tax increases. Property owners, both residents and businesses, could continue to improve and develop their property within the Project Area in accordance with the Redevelopment Plan.

## **2.2 SUMMARY OF ALTERNATIVES TO THE PROPOSED PROJECT**

Section 15126(d) of the State CEQA Guidelines, requires an evaluation of “...a reasonable range of alternatives to the project, or to the location of the project, which could feasibly attain the basic objectives of the project, and evaluate the comparative merits of the alternatives.” The alternatives under evaluation in Chapter 5 of this EIR include the No Project Alternative and the No Public Investment Alternative. The proposed project was determined to be the Environmentally Superior Alternative. Three alternatives were previously considered and rejected: Alternative Location, Alternative Public Actions and Alternative Project Area. A summary of the alternatives considered is described below.

### **2.2.1 NO-PROJECT ALTERNATIVE**

Under the No-Project Alternative, the 65<sup>th</sup> Street Redevelopment Plan would not be adopted. The proposed public improvements that would be assisted with the Plan and other Redevelopment Plan programs (such as infrastructure improvements, commercial/industrial rehabilitation and low- and moderate-income housing assistance) would not be implemented with redevelopment funding. The “No Redevelopment Project” alternative considers what physical changes would be expected to occur in the Project Area if the proposed Redevelopment Plan was not approved, and development of the Project Area would occur as currently defined in the Sacramento General Plan and 65<sup>th</sup> Street / University Transit Village Plan (“Transit Village Plan”) at a pace commensurate with prevailing market conditions and infrastructure improvements that the City could implement without redevelopment funding.

Without Redevelopment Agency action and funding for revitalization, development in the Project Area would be expected to occur at a slower rate than would be the case with the adoption of the Redevelopment Plan. Blighting conditions, including inadequate public infrastructure, long-standing vacant parcels, dilapidated structures, small and shallow commercial lots, incompatible uses, abandoned buildings, soil and groundwater contamination and deteriorating housing stock would remain in the area, and the Project Area could be expected to continue declining. The amount of development could be substantially smaller and consist of less varied uses reflective solely of the market demand at a given time. The No-Project scenario would be similar to any aged and blighted urban area, where the Project Area would stay a marginal area with inadequate infrastructure, low lease rates and a deteriorating housing stock despite the underlying zoning.

Incompatible land uses would continue to expose residents to industrial noise, visual impacts and air emissions. Historic buildings would continue to deteriorate, contaminated sites would remain unremediated, and a lack of infill development incentives would cause regional development to extend further from employment centers and transit, increasing regional air emissions and road congestion. Long-term environmental impacts would be greater than those of the project while physical blighting conditions are likely to remain for a substantial period of time, and most blighting

conditions are likely not to be eliminated under this alternative. Therefore, this alternative is considered environmentally inferior to the proposed project.

**2.2.2 NO REDEVELOPMENT PLAN - ALTERNATIVE MEANS OF REVITALIZATION WITH PUBLIC FUNDS**

This alternative considers utilization of public revenue sources other than tax increment financing to fund public improvements and other actions in the Project Area. Federal, State, County, and City programs exist that may initiate similar development without the need for redevelopment tax increment financing. These sources of alternative funding typically include mortgage revenue bonds, Community Development Block Grant funds (CDBG), Economic Development Administration funds, State and Federal Transportation Grants, Urban Development Action funds, and revenue bonds.

Some of the potential funding sources are capped each year for the City, such as CDBG funds, and many of these funds require application and competition and cannot be relied upon to be available consistently over the next 30 years. Any such funds used in the 65th Street Project Area are funds unavailable to alleviate blight in other parts of the City. In addition, many of these funds require application and competition, and cannot be relied upon to be available consistently over the next 30 years. If consistently available, these alternative-funding mechanisms could continue to encourage redevelopment within the Project Area. However, these programs do not carry with them the powers of a redevelopment agency to assemble parcels for more modern development patterns, which could restrict the development potential of the Project Area and limit the scope and scale of growth. This alternative has mixed adverse and beneficial environmental effects when compared with the project. Due to the uncertainty of available funding for necessary public improvements and other blight removal actions and lack of a specific housing provision, the achievement of redevelopment goals could not be ensured, and therefore this alternative, although feasible, is considered unlikely to achieve the key project objectives.

**2.2.3 ENVIRONMENTALLY SUPERIOR ALTERNATIVE**

The implementation activities identified with the Redevelopment Plan are intended to mitigate existing problems and to remove barriers to planned development within the Project Area. By providing the means to eliminate physical and economic blighting conditions in the Project Area and thereby stimulate and encourage the revitalization, reuse and new development of Project Area properties, the proposed Redevelopment Plan is the environmentally superior alternative. Under the Redevelopment Plan, inadequate water, sewer and drainage infrastructure may be upgraded, circulation and pedestrian safety will be improved, hazardous materials will be remediated, dangerous/vacant buildings removed or rehabilitated and reused, and historic resources may be preserved. Because of the unique nature and purpose of redevelopment and the blight requirements of where it can be applied, implementation of the Redevelopment Plan will have an overall beneficial impact on the Project Area. Project specific impacts for construction activities funded by redevelopment will be primarily short-term in nature (i.e., construction noise), and the City has policies, procedures and standards in place to mitigate and manage potential impacts of development.

**2.3 AREAS OF CONTROVERSY**

CEQA Guidelines Section 15123 specifies that the summary shall identify “areas of controversy” known to the Lead Agency, including issues raised by agencies and the public, and issues to be resolved, including the choice among alternatives and whether or how to mitigate the significant effects. There are no known areas of controversy regarding adoption of the 65th Street Redevelopment Plan.

**2.4 SUMMARY OF CONSISTENCY WITH ADOPTED PLANS AND POLICIES**

In addition to physical environmental impacts, CEQA requires a discussion of the consistency of a proposed project with adopted plans and policies. Consistency with a plan is not a physical impact per se, but inconsistencies are required to be disclosed and discussed. This discussion is provided in Chapter 4.1, Land Use/Planning. If a plan inconsistency results in a physical impact, the physical impact is separately discussed in the topical sections in Chapter 4.

At the time of its adoption, the Redevelopment Plan must, by law, be consistent with the Sacramento City General Plan. The Redevelopment Plan further provides that land uses permitted in the Project Area shall continue to be governed by the Sacramento City General Plan, as it may be amended from time to time, including any specific plans, such as the 65<sup>th</sup> Street Transit Village Plan, which may be adopted by the City at any point in time. There were no inconsistencies with any adopted plan or policy identified with implementation of the Redevelopment Plan.

The City has prepared a draft South 65<sup>th</sup> Street Area Plan, which will be considered with an environmental document in mid-2004. This proposed specific plan was considered in this document as part of the cumulative environment, but because it is not yet adopted, a consistency analysis was not made.

**2.5 SUMMARY OF POTENTIAL IMPACTS, MITIGATION MEASURES, AND LEVELS OF SIGNIFICANCE AFTER MITIGATION**

The environmental impacts of Redevelopment Plan implementation are summarized in Table 2-1, and a detailed discussion of the impacts is found in Chapter 4 of this document. Table 2-1 identifies the potential impact and the adopted mitigation measure(s) determined to mitigate that impact.

**Table 2-1  
Summary of Environmental Impacts and Mitigation Measures**

<b>Impact Category</b>	<b>Potential Environmental Impact</b>	<b>Mitigation Measures</b>	<b>Level of Significance</b>
<p><b>1. Unavoidable Significant Environmental Impacts</b> (Lead Agency must issue a “Statement of Overriding Considerations” under Section 15093 and 15126(b) of the CEQA Guidelines if the agency determines that these effects are significant and approves the project).</p>			
Traffic and Circulation	<p><b>Impact 4.2-1 Traffic Increases in the Project Area.</b> The Redevelopment Plan would provide tax increment funding for infrastructure projects that would minimized the impact of planned development consistent with adopted plans, as identified in the SEATS and draft 65<sup>th</sup> Street/University Transit Village Infrastructure Needs Assessment (October, 2003). However, the Redevelopment Plan would remove barriers to development and encourage General Plan buildout in the Project Area, and be an indirect contributor to these identified impacts.</p>	<p>The City monitors roadway conditions and determines when improvements are warranted per City standards and criteria, and includes such improvements in their Capital Improvements Program as appropriate. As site specific development proposals are identified and submitted to the City for permits, the City has procedures and requirements in place to analyze operational impacts and imposed mitigation measures as required. No other mitigation measures are available at the programmatic level.</p>	Significant and unavoidable
Air Quality	<p><b>Impact 4.3-2: Project Specific Long-Term Increases in Regional Criteria Pollutants</b> The Redevelopment Plan would remove barriers to the development of General Plan land uses in the Project Area. It is anticipated that operational emissions from buildout of the Project Area could exceed the identified thresholds established by the SMAQMD and therefore result in a <i>significant impact</i>.</p>	<p><b>4.3-2</b> Future development projects within the Project Area shall be evaluated in compliance with the California Environmental Quality Act and with SMAQMD thresholds of significance. All feasible mitigation measures recommended by the SMAQMD shall be incorporated to reduce long-term (operational) generation of criteria pollutants.</p>	Significant and unavoidable
Cultural Resources	<p><b>Impact 4.7-3: Cumulative Loss of Cultural Resources.</b> Any loss of cultural resources associated with redevelopment projects such as severe modification or demolition of a structure over 50 years old or excavation of a significant archaeological resource, even if recorded prior to demolition, would contribute to a region-wide impact that cannot be remedied. Since future projects over the life of the 30 year Redevelopment Plan cannot be defined or analyzed at this programmatic level, the impact on long-term operational emissions remains potentially significant and unavoidable.</p>	<p>Implement Mitigation Measures 4.7-1 and 4.7-2.</p>	Significant and unavoidable

Impact Category	Potential Environmental Impact	Mitigation Measures	Level of Significance
<p><b>2. Potentially Significant Environmental Impacts That Can Be Mitigated or Avoided</b> (Section 15126(c) of the CEQA Guidelines)</p>			
Air Quality	<p><b>4.3.1 Short-Term Construction Increases in Regional Criteria Pollutants.</b> With future development and infrastructure construction in the Project Area, air pollutants would be emitted by construction equipment, and fugitive dust (particulate matter) would be generated during interior grading and site preparation and by wind erosion over exposed earth surfaces and material stockpiles. Because development in the Project Area greater than 10 acres would be consistent with the General Plan and could be engendered by redevelopment, PM<sub>10</sub> emissions generated by individual projects within the Project Area could potentially exceed the SMAQMD thresholds, and therefore would be considered a short-term <i>significant</i> impact.</p>	<p><b>4.3.1a</b> Future development projects within the Project Area shall be evaluated in compliance with the California Environmental Quality Act and with SMAQMD thresholds of significance. All feasible mitigation measures recommended by the SMAQMD shall be incorporated to reduce short-term (construction) generation of criteria pollutants. Projects that generate emissions in excess of SMAQMD thresholds shall implement the following mitigation measures in addition to other measures required by SMAQMD:</p> <ol style="list-style-type: none"> <li>1) To reduce NOx emissions from off-road diesel powered equipment, the prime contractor shall provide a plan for approval by the City of Sacramento and SMAQMD demonstrating that the heavy-duty (&gt; 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20 percent NOx reduction and 45 percent particulate reduction<sup>1</sup> compared to the most recent CARB fleet average at time of construction; and</li> <li>2) The prime contractor shall submit to the City of Sacramento and SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs.</li> <li>3) For controlling visible emissions from off-road diesel powered equipment, the prime contractor shall ensure that emissions from all off-road diesel powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity shall be repaired immediately, and City of Sacramento and SMAQMD shall be</li> </ol>	Less than significant.

Impact Category	Potential Environmental Impact	Mitigation Measures	Level of Significance
		<p>notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. The SMAQMD and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this section shall supercede other SMAQMD or state rules or regulations.</p> <p><b>4.3.1b</b> Projects shall comply with SMAQMD Rule 403, Fugitive Dust, for demolition and construction phases to reduce emissions of fugitive dust. To ensure compliance with Rule 403, approval to commence project construction shall not be given until the contractor submits a construction dust mitigation plan deemed satisfactory by the City and the SMAQMD. This plan shall specify the methods of control that will be used to control dust and particulate matter, demonstrate the availability of needed equipment and personnel, and identify a responsible individual who, if needed, can authorize the implementation of additional measures. Mitigation measures shall, at a minimum, include the following or equally effective measures:</p> <ol style="list-style-type: none"> <li>1) All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizer/suppressant, or vegetative ground cover. All onsite unpaved roads and offsite unpaved access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant.</li> <li>2) All land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking.</li> <li>3) When materials are transported offsite, all material shall be covered, effectively wetted to limit visible dust emissions, or at least six inches of freeboard space from the top of the container shall be maintained.</li> </ol>	

Impact Category	Potential Environmental Impact	Mitigation Measures	Level of Significance
		<p>4) All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at least once every 24 hours when operations are occurring.</p> <p>5) Following the addition of materials to, or the removal of materials from, the surfaces of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant.</p> <p>6) Onsite vehicle speeds on unpaved surfaces shall be limited to 15 mph.</p> <p>7) Wheel washers shall be installed for all trucks and equipment exiting from unpaved areas, or wheels shall be washed to remove accumulated dirt prior to leaving the site.</p> <p>8) Excavation and grading activities shall be suspended when winds exceed 20 mph.</p> <p>9) Grading for multiple development projects at the same time shall be avoided to the fullest extent possible (so as to avoid compounding the level of air emissions in a short period of time).</p>	
Noise	<p><b>Impact 4.4-4: Expose Existing or Planned Land Uses to Noise That Would Conflict With Local Planning Guidelines or Noise Ordinance Criteria</b> Traffic noise levels adjacent to the major road segments within the Project Area currently exceed normally acceptable levels for sensitive receptors. Actions to encourage residential development in areas with existing and projected ambient noise levels above 60 dB are considered potentially significant.</p>	<p><b>4.4-4</b> For all redevelopment funded residential projects within the Transit Village Plan Area, along 65<sup>th</sup> Street, LRT and the UPRR, the Redevelopment Agency shall ensure that adequate and appropriate sound barriers are provided or require an acoustical analysis to ensure existing construction methods are adequate to insure that interior noise levels of 45 dBA or less are maintained for future ambient noise levels. If necessary, appropriate noise insulation measures shall be identified and included in the construction documents to the satisfaction of the City Building Division.</p>	Less than significant.

<b>Impact Category</b>	<b>Potential Environmental Impact</b>	<b>Mitigation Measures</b>	<b>Level of Significance</b>
Biological Resources	<b>Impact 4.5-1 Potential Loss Of Heritage Trees.</b> The Project Area contains trees that would be regulated under the City of Sacramento Heritage Tree Ordinance. The loss of heritage trees would be a significant impact.	<p>The following measures should be implemented to reduce potential impacts on “heritage” trees:</p> <p><b>4.5-1a</b> To the extent feasible, existing heritage trees shall be retained and incorporated into proposed development and/or landscaping plans; or,</p> <p><b>4.5-1b</b> If heritage trees cannot be avoided and will likely be removed, a certified arborist shall conduct a tree survey to identify the diameter at breast height (DBH), height, location, and health of the trees to be removed. This information is required for a permit to remove the trees. Recommendations for tree planting/replacement ratios and appropriate planting sites would also be included in this report.</p>	Less than significant.
Biological Resources	<b>Impact 4.5-2: Potential Loss of Special Status Species.</b> The Project Area provides marginally suitable potential nesting or foraging habitat for raptors including Swainson’s hawk and Western burrowing owl. Existing foraging areas now vacant may be developed as growth consistent with adopted plans occurs in the Project Area, resulting in a cumulative impact on the availability of foraging and nesting habitat.	<p><b>4.5-2a:</b> Prior to development approval, a qualified biologist shall be retained by the project proponent to conduct a survey to determine if wetlands are present. If wetlands are present, prepare a site-specific preliminary wetlands determination to identify whether a wetland delineation should be submitted to the USACOE. The USACOE will require a Section 7 consultation if Waters of the U.S. are present. Isolated wetlands may require a Section 10 permit from USFWS. Conditions on the USACOE or USFWS permit shall constitute the mitigation requirements to be implemented prior to building permit.</p> <p><b>4.5-2b:</b> 1) Prior to development approval, a qualified biologist shall be retained by the project proponent to prepare a site-specific biological survey to determine the potential for presence of special status species and/or suitable habitat for special status species.</p> <p>2) No physical alteration of a development site or issuance of building permits shall occur within potentially biologically sensitive areas until evidence is submitted for review and approval by the City of Sacramento that areas containing habitat for listed species have been avoided, or if avoidance is not possible that all required consultations with the USFWS and/or DFG have occurred pursuant to the Federal and State Endangered Species Acts, and evidence is provided of any necessary permits, approvals, or agreements from USACOE and DFG for removal of any wetland or riparian habitat and/or associated</p>	

Impact Category	Potential Environmental Impact	Mitigation Measures	Level of Significance
		<p>drainages. If avoidance is not possible, a “no jeopardy” opinion will be required by the USFWS for federally listed species that could be affected. A “no jeopardy” opinion will not be issued unless USFWS agrees that adequate mitigation of the affected species has been provided. If state-listed species could be affected, a written agreement (such as a 2081 agreement) with DFG would need to be obtained that specifies that adequate mitigation has been provided. The proposed development shall be consistent with the provisions of any required consultations and associated permits or agreements.</p> <p><b>4.5-2c:</b> No physical alteration of a development site or issuance of building permits shall occur within existing grasslands or riparian areas until a breeding season survey is conducted by a qualified biologist during spring or early summer (April-July, before development activity takes place) near annual grasslands (for burrowing owls and northern harriers), large trees, and riparian areas. If surveys detect nesting raptors on the project site, the nest shall be fenced and avoided until nesting activity is completed. The DFG shall be consulted if an active nest is found near a development area to determine an appropriate “no disturbance” protection buffer. If a burrowing owl nest could be destroyed during construction/ grading, a mitigation plan, which includes the following criteria, will be prepared by the project proponent:</p> <ul style="list-style-type: none"> <li>• Occupied burrows shall not be disturbed during the nesting season (1 February through 31 August) unless a qualified biologist approved by DFG verifies that the birds have not begun nesting or the young have fledged are capable of independent survival.</li> <li>• A minimum of 6.5 acres of suitable foraging habitat acceptable to DFG shall be permanently protected at an approved mitigation bank for each occupied burrow disturbed. The protected lands shall be adjacent to the occupied burrows and shall contribute to the long-term conservation of the owls.</li> <li>• Occupied burrows, which are removed during construction activities, shall be replaced at a ratio of 1:1 at the protected land site (mitigation bank).</li> </ul>	

Impact Category	Potential Environmental Impact	Mitigation Measures	Level of Significance
		<ul style="list-style-type: none"> <li>Passive relocation efforts shall be employed over a one-week period prior to construction activities to allow owls to acclimate to alternate burrows.</li> <li>The project proponent shall provide the City with written proof of compliance with DFG mitigation requirements. Proof of compliance shall include a copy of the mitigation bank agreement and a receipt for purchase of mitigation credits at an approved mitigation bank.</li> </ul>	
Hazardous Materials	<p><b>Impact 4.6-2 Potential Redevelopment of Previously Identified or Unidentified Contaminated Sites.</b> Redevelopment activities often involve the rehabilitation or reuse of older properties that may result in the discovery of previously unidentified contaminated properties, or provide for reuse of identified, but not yet remediated sites. Construction activity could uncover unknown sites of soil contamination that could result in the exposure of construction workers and result in associated significant adverse health effects. This would be a <i>significant impact</i>.</p>	<p><b>4.6.2a</b> A thorough examination of past property uses shall be required for redevelopment projects involving demolition or reuse of older properties or construction on vacant land, prior to demolition or construction. This examination shall conform to the Phase I Environmental Site Assessment process established by ASTM (E1527-00), and shall include a site reconnaissance, a review of regulatory databases, interviews with persons knowledgeable of the property, and a review of past property uses using appropriate historical sources. A Phase II Environmental Site Assessment shall be conducted if deemed necessary based on the Phase I Environmental Site Assessment results.</p> <p><b>4.6.2b</b> If discolored soil, vapors or contaminated groundwater are encountered during construction activities, all work shall cease until a qualified environmental professional assesses the situation and appropriate action is taken to ensure the safety of workers and the public.</p>	Less than significant.
Cultural Resources	<p><b>Impact 4.7-1 Loss or Degradation of Undiscovered Prehistoric and Historic Resources.</b> Implementation of the 6<sup>th</sup> Amendment would include ground disturbing activities such as infrastructure improvements, grading and trenching for development. Although the likely-hood of encountering cultural remains during construction is low, such disruption would likely result in the permanent loss of potentially important cultural resource data.</p>	<p><b>4.7.1a:</b> Foremen and key members of major excavation, trenching, and grading for site preparation shall be instructed to be wary of the possibility of destruction of buried cultural resource materials. They shall be instructed to recognize signs of prehistoric use, and their responsibility to report any such finds (or suspected finds) immediately, as specified by measure 4.7.1b, so damage to such resources may be prevented.</p> <p><b>4.7.1b:</b> Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, human remains, or architectural remains be encountered during any development activities, all work within 20 meters of the find shall be suspended and</p>	Less than significant.

Impact Category	Potential Environmental Impact	Mitigation Measures	Level of Significance
		<p>a qualified archaeologist shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less than significant level before construction continues. Such measures could include (but would not be limited to) researching and identifying the history of the resource(s), mapping the locations, and photographing the resource. In addition, pursuant to Section 5097.98 of the State Public Resources Code, and Section 7050.5 of the State Health and Safety Code, in the event of the discovery of any human remains, all work is to stop and the County Coroner shall be immediately notified. If the remains are determined to be Native American, guidelines of the Native American Heritage Commission shall be adhered to in the treatment and disposition of the remains.</p>	
Cultural Resources	<p><b>Impact 4.7-2: Potential removal, destruction or alteration of historic structures.</b> Redevelopment activities would involve both rehabilitation and demolition of existing structures over the life of the redevelopment plan. If a building subject to demolition or rehabilitation were to represent historic resources eligible for listing in the California Register, their damage or destruction would represent a significant impact. .</p>	<p><b>4.7.2a:</b> As part of any Owner Participation Agreement (OPA), Disposition and Development Agreement (DDA), or other Agency project that would affect any building over 50 years old, the buildings shall first be evaluated for eligibility for listing in the California Register of Historic Places. This evaluation shall occur through the preparation of State of California DPR 523 forms for each building, and through standard CEQA evaluation.</p> <p><b>4.7.2b:</b> For buildings determined to be eligible for listing: (1) reuse of these buildings should be considered over demolition; and (2) if demolition cannot be avoided, then the buildings shall be recorded to Historic American Building Survey/Historic American Engineering Record standards (HABS/HAER) standards prior to their removal. Copies of the HABS/HAER documentation shall be filed with the State Office of Historical Preservation (SHPO), Sacramento Archive and Museum Collection Center (SAMCC), and the Sacramento Room at the Central Branch of the Sacramento County Library. HABS/HAER recordation typically includes the following:</p> <ul style="list-style-type: none"> <li>a) The development of site-specific history and appropriate contextual information regarding the particular resource. In addition to archival research and comparative studies, this task could involve limited oral history collection.</li> <li>b) Accurate mapping of the resources, scaled to indicate size and</li> </ul>	Less than significant.

Impact Category	Potential Environmental Impact	Mitigation Measures	Level of Significance
		proportion of the structures. c) Photo documentation of the designated resources, both in still and video formats. d) Recordation by measured architectural drawings, in the case of specifically designed structures of high architectural merit; “as-built” plans of existing structures/foundation ruins will involve field measurements, office scaled plan layout, and plot out of final plan.	
Stormwater, Wastewater and Flooding	<b>Impact 4.8-3 Substantial in-creases to Combined Sewer System flows.</b> The Redevelopment Plan would remove barriers to General Plan buildout in the Project Area, which could result in CSS flows that exceed the City’s screening criteria for project-generated wastewater flows.	<b>4.8-3</b> If mitigation of system-wide impacts to less-than-significant levels cannot be accomplished by the mitigation plan for an Agency engendered project, the project sponsor shall enter into a Mitigation Agreement with the City, which shall be approved by the City of Sacramento Department of Utilities prior to the issuance of building permits. Such an agreement would include, but is not limited to the following:  1) Agreement to pay any and all associated CSS impact fees based on a development’s fair share of cost to implement the CSS improvement projects.  2) Waiver of all rights to protest future fees, assessment districts, Mello Roos districts, etc.  3) Consent to all conditions by any lien holder.	Less than Significant
<b>3. Environmental Impacts That Are Less Than Significant</b> (Section 15126 and 15128 of the CEQA Guidelines)			
Traffic and Circulation	<b>Impact 4.2.2 Project Effects on Pedes-trian and Transit Access and Operations.</b> As development occurs in the Project Area. There would be an increased demand for transit and bicycle facilities. The Redevelopment Plan is projected to have a beneficial impact on bicycle and pedestrian facilities within the Project Area by assisting in the construction of the bikeway and pedestrian enhancements.	None required.	Less than Significant
Air Quality	<b>Impact 4.3-3 Potential to violate the SMAQMD’s Qualitative Emission Thresholds.</b> Implementation of the Redevelopment Plan would be focused on activities that	None required.	Less than Significant

Impact Category	Potential Environmental Impact	Mitigation Measures	Level of Significance
	reduce blight and inconsistent land uses, and is not anticipated to result in significant odors, impacts to local climate and meteorological conditions, or subject sensitive receptors to significant concentrations of harmful pollutants.		
Air Quality	<b>Impact 4.3-4: Cumulative Air Emissions.</b> Project Area population and employment increases would generate vehicular trips and air pollutant emissions consistent with those anticipated in the General Plan, as amended.	None required.	Less than Significant
Noise	<b>Impact 4.4-1: Construction Noise at Sensitive Receptors.</b> Construction activities related to public and private projects undertaken as a result of the Redevelopment Plan could result in an increase in ambient noise levels during construction. However, construction noise would be short-term and compliance with the City's Noise Ordinance for construction activities as defined on page 4.4-8 would limit construction activities to certain hours.	None required.	Less than Significant
Noise	<b>Impact 4.4-2: Increased Ambient Noise Levels at Noise-Sensitive Land Uses.</b> The traffic noise generated by Project Area development either as a direct or indirect result of redevelopment activities would not exceed that projected by the SGPU EIR and the Transit Village Plan EIR. Removing barriers to General Plan buildout in the Project Area would not result in a noticeable increase in ambient noise levels (i.e., 3 dBA or greater) at nearby existing noise-sensitive land uses	None required.	Less than Significant
Noise	<b>Impact 4.4-3: Cumulative Community Noise Impacts.</b> The contribution of redevelopment activities and General Plan growth in furtherance of the Redevelopment Plan to cumulative community noise conditions would be secondary and incremental. Only a small percentage of the additional noise would be caused by traffic of projects engendered by the Redevelopment Plan, and cumulative General Plan traffic will increase noise levels by 3 dBA or less along Project Area roadways.	None required.	Less than Significant

<b>Impact Category</b>	<b>Potential Environmental Impact</b>	<b>Mitigation Measures</b>	<b>Level of Significance</b>
Hazardous Materials	<b>Impact 4.6-1 Possible Delays to or Interference with Investigation or Remediation Activities Due to Redevelopment Projects.</b> Under the direction of local and State agencies, assessment and remediation of soil and water contamination is being conducted at a number of release sites throughout the Project Area. Proposed redevelopment activities could affect these sites through adjustments in cleanup schedules, remedial designs, and remedial actions when determining final cleanup levels.	None required.	Less than significant.
Hazardous Materials	<b>Impact 4.6-3: Potential Asbestos Exposure Hazards during Renovation or Demolition of Existing Structures with ACM during Reuse.</b> Renovation, demolition, and excavation of existing structures and facilities with asbestos containing materials (ACM) may occur as a result of redevelopment actions. Disturbance of ACM may result in asbestos exposure hazards to human health and the environment. Renovation and demolition activities would be subject to all applicable federal, state, and local regulations to minimize potential risks to human health and the environment.	None required.	Less than significant.
Hazardous Materials	<b>Impact 4.6-4: Potential Lead Exposure from Reuse Activities Involving Buildings with Lead-Based Paint (LBP).</b> Redevelopment activities may involve the demolition or renovation of existing structures that may contain lead-based paint. Human health or environmental exposure to lead may result if lead-based paint is chipping and then accidentally ingested. Lead-based paint would be removed and disposed of in these facilities in accordance with applicable federal, state, and local regulations to minimize potential risks to human health and the environment.	None required.	Less than significant.
Stormwater, Wastewater and Flooding	<b>Impact 4.8-1 Potential impact on downstream water quality.</b> Redevelopment activities and development encouraged by redevelopment would include the construction of roadways and structures which would involve grading, excavation or other construction-related activities which	None required.	Less than Significant

<b>Impact Category</b>	<b>Potential Environmental Impact</b>	<b>Mitigation Measures</b>	<b>Level of Significance</b>
	could cause soil erosion at an accelerated rate during storm events.		
Stormwater, Wastewater and Flooding	<b>Impact 4.8-2 Exposure to flood hazard areas.</b> The proposed Redevelopment Plan falls within the scope of the Program EIR and the findings adopted for the City's Flood Zone Land Use Policy and will not result in any development or impacts over and above those previously analyzed in the EIR and subsequent addendums.	None required.	Less than Significant
Stormwater, Wastewater and Flooding	<b>Impact 4.8-4 Exceed Sacramento Regional County Sanitation District capacity.</b> The Redevelopment Plan does not propose to intensify land uses beyond those planned for in the City General Plan, as amended. An expansion is planned for the SRWTP which is intended to serve the anticipated buildout of the service area through 2020.	None required.	Less than Significant