February 3, 2011

TO: Interested Persons

SUBJECT: **NOTICE OF SUBSEQUENT PROJECT WITHIN THE SCOPE OF THE MASTER ENVIRONMENTAL IMPACT REPORT FOR THE 2030 GENERAL PLAN: NORTHEAST LINE IMPLEMENTATION PLAN (LR09-021)**

PROJECT LOCATION: **Properties in the vicinity of Del Paso Boulevard from Highway 160 to El Camino; as well as Arden Way from Acoma Street to Beaumont Street**

COMMENT PERIOD: **30 days beginning February 3, 2011 and ending March 5, 2011**

The City of Sacramento, Department of Community Development, Environmental Planning Services has determined that the Northeast Line Implementation Plan is a subsequent project within the scope of the Master EIR for the City of Sacramento 2030 General Plan, certified by the City as lead agency on March 3, 2009, and that no additional environmental review for the project is required. The City has prepared an Initial Study for the project and has determined that the project would not result in any additional significant environmental effect not previously analyzed in the Master EIR. No new additional mitigation measures or alternatives are required.

A copy of the Initial Study is attached to this Notice. The Master EIR is available for review on the City's web site at http://www.sacgp.org/MasterEIR.html. The document is also available for review at the offices of the Community Development Department, 300 Richards Boulevard, Sacramento, California during public counter hours.

The Northeast Line Implementation Plan includes specific strategies to address housing, economic development, the strategic financing of infrastructure, public safety, and design needs along the light rail corridor.

Specific actions included within the project are as follows:

- Rezone specified sites;
- Amend general plan land use designations;
- Expand the boundaries of the Del Paso Boulevard Special Planning District;
- Amend the Del Paso Boulevard Special Planning District;
- Amend the North Sacramento Design Guidelines;
- Amend the North Sacramento Community Plan;
- Amendments to the RMX Zone; and
- Approve infrastructure recommendations.

A detailed project description is included in the attached Initial Study.

Comments regarding the project may be submitted to:

Greg Sandlund, Associate Planner
City of Sacramento, Community Development Department
300 Richards Boulevard, Third Floor
Sacramento, CA 95811
Telephone: (916) 808-8931
Email: gsandlund@cityofsacramento.org

Comments must be submitted no later than March 5, 2011 at 5:00 p.m.

NORTHEAST LINE IMPLEMENTATION PLAN (LR09-021)

INITIAL STUDYFOR ANTICIPATED SUBSEQUENT PROJECTS UNDER THE 2030 GENERAL PLAN MASTER EIR

This Initial Study has been prepared by the City of Sacramento, Community Development Department, 300 Richards Boulevard, Third Floor, Sacramento, CA 95811, pursuant to the California Environmental Quality Act (Public Resources Code Sections 21000 *et seq.*), CEQA Guidelines (Title 14, Section 15000 *et seq.* of the California Code of Regulations) and the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento.

ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into the following sections:

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

SECTION II - PROJECT DESCRIPTION: Includes a detailed description of the proposed project.

SECTION III - ENVIRONMENTAL CHECKLIST AND DISCUSSION: Reviews proposed project and states whether the project would have additional significant environmental effects (project-specific effects) that were not evaluated in the Master EIR for the 2030 General Plan.

SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: Identifies which environmental factors were determined to have additional significant environmental effects.

SECTION V - DETERMINATION: States whether environmental effects associated with development of the proposed project are significant, and what, if any, added environmental documentation may be required.

REFERENCES CITED: Identifies source materials that have been consulted in the preparation of the Initial Study.

SECTION I - BACKGROUND

Project Name and File Number:	Northeast Line Implementation Plan (LR09-021)
Project Location:	Properties in the vicinity of Del Paso Boulevard from Highway 160 to El Camino; as well as Arden Way from Acoma Street to Beaumont Street
Project Applicant:	City of Sacramento Community Development Department
Project Planner:	Greg Sandlund, Associate Planner (916) 808-8931 gsandlund@cityofsacramento.org
Environmental Planner:	Greg Sandlund, Associate Planner (916) 808-8931 gsandlund@cityofsacramento.org
Date Initial Study Completed:	February 2, 2011

This Initial Study was prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Sections 1500 *et seq*.). The Lead Agency is the City of Sacramento.

The City of Sacramento, Community Development Department, has reviewed the proposed project and, on the basis of the whole record before it, has determined that the proposed project is an anticipated subsequent project identified and described in the 2030 General Plan Master EIR and is consistent with the land use designation and the permissible densities and intensities of use for the project site as set forth in the 2030 General Plan. See CEQA Guidelines Section 15176 (b) and (d).

The City has prepared the attached Initial Study to (a) review the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the 2030 General Plan Master EIR to determine their adequacy for the project (see CEQA Guidelines Section 15178(b),(c)) and (b) identify any potential new or additional project-specific significant environmental effects that were not analyzed in the Master EIR and any mitigation measures or alternatives that may avoid or mitigate the identified effects to a level of insignificance, if any. The City has determined that the proposed project would not cause any additional significant environmental effect on the environment which was not previously examined in the Master EIR. The City will provide notice of this determination in the manner provided in CEQA Guidelines Section 15087.

As part of the Master EIR process, the City is required to incorporate all feasible mitigation measures or feasible alternatives appropriate to the project as set forth in the Master EIR (CEQA Guidelines Section 15177(d)). The Master EIR mitigation measures that are identified as appropriate are set forth in the applicable technical sections below.

This analysis incorporates by reference the general discussion portions of the 2030 General Plan Master EIR. (CEQA Guidelines Section 15150(a)). The Master EIR is available for public review at the City of Sacramento, Community Development Department, 300 Richards Boulevard, Third Floor, Sacramento, CA 95811, and on the City's web site at: www.sacg.org/MasterEIR.html

Interested persons and agencies may comment on this Initial Study and the City's determination regarding environmental effects.

Please send written responses to:

Greg Sandlund
Community Development Department
City of Sacramento
300 Richards Blvd, 3rd Floor
Sacramento, CA 95811
Direct Line: (916) 808-8931
gsandlund@cityofsacramento.org

SECTION II - PROJECT DESCRIPTION

INTRODUCTION

The Northeast Line Implementation Plan is a planning effort to promote reinvestment, redevelopment, and revitalization along the light rail corridor that includes the Globe, Arden/Del Paso and Royal Oaks Stations (Attachment 1).

The project area includes portions of Del Paso Boulevard and Arden Way. The Plan is not a single stand-alone document but instead is a series of implementation actions which are described below. Growth projections were based on the projections identified in the 2030 General Plan.

PROJECT BACKGROUND

The Globe, Arden/Del Paso, and Royal Oaks Stations were built as part of the light rail starter line in 1987. Much of the land used for the starter line was existing right of way from freight rail lines. Therefore, most of the surrounding land uses were industrial or heavy commercial and not supportive of transit.

In 2002, Regional Transit and the City of Sacramento collaborated to identify land use and policy changes for areas within a 1/4 mile of transit stations to support transit. This planning effort was called Transit for Livable Communities (TLC).

As a follow up to the TLC planning effort, the Northeast Line Light Rail Stations Plan was approved by the City Council in 2007. This plan was predominately an urban design document that recommended, among other things: streetscape improvements, revisions to the North Sacramento Design Guidelines, rezones and urban design schemes for the Globe, Arden/Del Paso and Royal Oaks Station. The plan also analyzed the necessary infrastructure improvements to support 30 years of growth in project area.

The 2030 General Plan, adopted in 2009, amended land use designations in key opportunity areas, including light rail station areas and commercial corridors, to facilitate the revitalization of corridors and centers. The TLC and Northeast Line Light Rail Stations Plan informed the identification of the 2030 General Plan land use designations for this area.

PROJECT DESCRIPTION

The Northeast Line Implementation Plan is an effort to implement the previous planning efforts mentioned above. The project area includes properties in the vicinity of Del Paso Boulevard from Highway 160 to El Camino; as well as Arden Way from Acoma Street to Beaumont Street (Attachment 1).

The Northeast Line Implementation Plan includes specific strategies to address housing, economic development, the strategic financing of infrastructure, public safety, and design needs along the light rail corridor.

Specific actions included within the project are as follows:

- Rezone specified sites;
- Amend general plan land use designations;
- Expand the boundaries of the Del Paso Boulevard Special Planning District;
- Amend the Del Paso Boulevard Special Planning District;
- Amend the North Sacramento Design Guidelines;
- Amend the North Sacramento Community Plan;
- Amendments to the RMX Zone; and
- Approve infrastructure recommendations.

Rezones and General Plan Amendments: The project would rezone fourteen parcels along Del Paso Boulevard to add the Transit Overlay Zone. This overlay zone will allow greater heights and densities than the base General Commercial (C-2) Zone as well as allow for expedited application review for transit friendly development. These zoning designations are consistent with the 2030 General Plan which was adopted on March 3, 2009.

A single site would be rezoned from the Standard Single Family (R-1) Zone to the General Commercial (C-2) Zone. Until recently, this site was used a firehouse. The C-2 designation would be consistent with adjacent and nearby parcels along Del Paso Boulevard.

Twenty six parcels, located between Del Paso Boulevard and the Royal Oaks Station, are proposed to be rezoned from the Standard Single Family (R-1) Zone to the Residential Mixed Use (RMX) Zone. The RMX zone would allow for neighborhood and transit friendly commercial uses along Arden Way. It would also allow for future housing and mixed use development to be located nearby the Del Paso/Arden and Royal Oaks stations. Rezoning these parcels will require an amendment to the general plan land use designations, from Traditional Low Density Residential to Urban Corridor Low.

Approximately 110 parcels located northwest of Del Paso Boulevard are proposed to have amended general plan designations. Ten of the 110 parcels would have land use designations changed from Urban Corridor Low to Employment Center Low Rise. The rest of the 110 parcels would have land use designations changed from Urban Low Density Residential to Employment Center Low Rise. The purpose of these land use amendments is to continue to allow viable industrial uses to operate and allow for a more gradual transition of the area from a predominantly an industrial area to one of a more commercial/residential nature.

NOTE: This discussion identifies 41 (14+1+26) parcels for rezoning, and 110 parcels for general plan designation changes. The Land Use section references 43 rezonings and 143 parcels for general plan designation changes. These should be made consistent. TGB

Amend and Expand the Del Paso Boulevard Special Planning District:

The project includes an expansion of the Del Paso Boulevard Special Planning District to include parcels, one block deep, located along the north side of Arden Way as well as the parcels immediately south of the Royal Oaks Station. These parcels are proposed to be included in the Special Planning District (SPD) because of their location along a busy corridor and their close proximity to light rail stations. The expansion of the SPD into Arden Way will change to name of the SPD to the Del Paso/Arden Special Planning District.

Additionally, one parcel on the southwest edge of the SPD and twelve parcels north of Del Paso Boulevard, fronting El Monte Avenue, would be included in the SPD. These parcels are proposed to be included in the district because of their current non-residential uses and their close proximity to the commercial corridor.

The amendments to the Special Planning District will help to facilitate a more flexible and expedited planning application process. Additionally, multi-family developments with minimum densities would be allowed by right. The specific changes to the SPD would include the following:

- Allow apartments in the General Commercial (C-2) Zone with a planning directors plan review (instead of a zoning administrators special permit)
- Set the maximum allowable density for residential uses in the General Commercial (C-2) Zone to be 60 dwelling units per net acre
- Require that new residential development of 12 dwelling units per net acre include the following open space standards:
    - A minimum of fifty (50) square feet of usable common open space per unit is required. This open space area may include courtyards, gardens, recreation areas, and similar areas.
    - A minimum of fifty (50) square feet of usable private open space per unit is required. This area is for the exclusive use of the unit and may include decks, balconies and patios. Private useable open space shall be directly accessible from the unit.
    - For each square foot of usable private open space over fifty (50) square feet that is provided, the required fifty (50) square feet of usable common open space may be reduced by one square foot.
- Require that manufacturing uses fronting Del Paso Boulevard in the General Commercial (C-2) Zone have an office or other active commercial use facing the street
- Allow height, yard and stepback standards to be modified through the design review process at the director or commission level
- Allow up to 50% residential uses in the Office (OB) Zone with a zoning administrators plan review

Design Review Guidelines Amendments: The project includes amendments to the North Sacramento Design Review Guidelines that incorporate design guidelines from the Northeast Light Rail Stations Plan. These new design guidelines would enhance the existing residential and commercial guidelines and also give specific guidance on transit friendly housing such as live-work lofts, row houses, and residential mixed use developments.

North Sacramento Community Plan Amendments: The project includes amending the North Sacramento Community Plan to include new policies resulting from the Northeast Line Implementation Plan effort as well as policies from the Northeast Light Rail Stations Plan.

These policies are consistent with the existing 2030 General Plan policies. Policy additions include: those that designate the Northeast Line section of the North Sacramento Community Plan as a transit village plan; and the addition of a new map showing the Northeast Line station area.

The new section in the North Sacramento Community Plan would include the designation of the Globe, Arden/Del Paso, and Royal Oaks stations a transit village districts per the California Transit Village Development Planning Act of 1994 (Section 65460 *et al* of the State of California Government Code). Under State law, a transit village plan shall include land within ¼ mile from the station; should encourage development in close proximity to the transit station; should offer intermodal service; should include a mix of uses and housing types; and provide a number of benefits such as increased infill, greater transit ridership and live-travel opportunities. A transit village plan shall be prepared, adopted, and amended in the same manner as a general plan. The City's General Plan was adopted by City Council resolution and this transit village plan will be adopted through a resolution.

Amendments to the RMX Zone: Staff is recommending the RMX Zone be amended to allow 100% commercial uses with a zoning administrator's special permit. After initially considering this provision to be applied only in the special planning district, staff reasoned that such a provision should be applied citywide. The amendments to the RMX zone will allow for greater flexibility in permitting neighborhood supporting commercial uses while still emphasizing residential mixed use.

Phased Infrastructure Finance Recommendations: The infrastructure finance strategy will include specific recommendations for the public/private financing of prioritized infrastructure improvements in the study area. The recommendations will be for near term improvements that will help facilitate catalyst development in the area.

Attachments

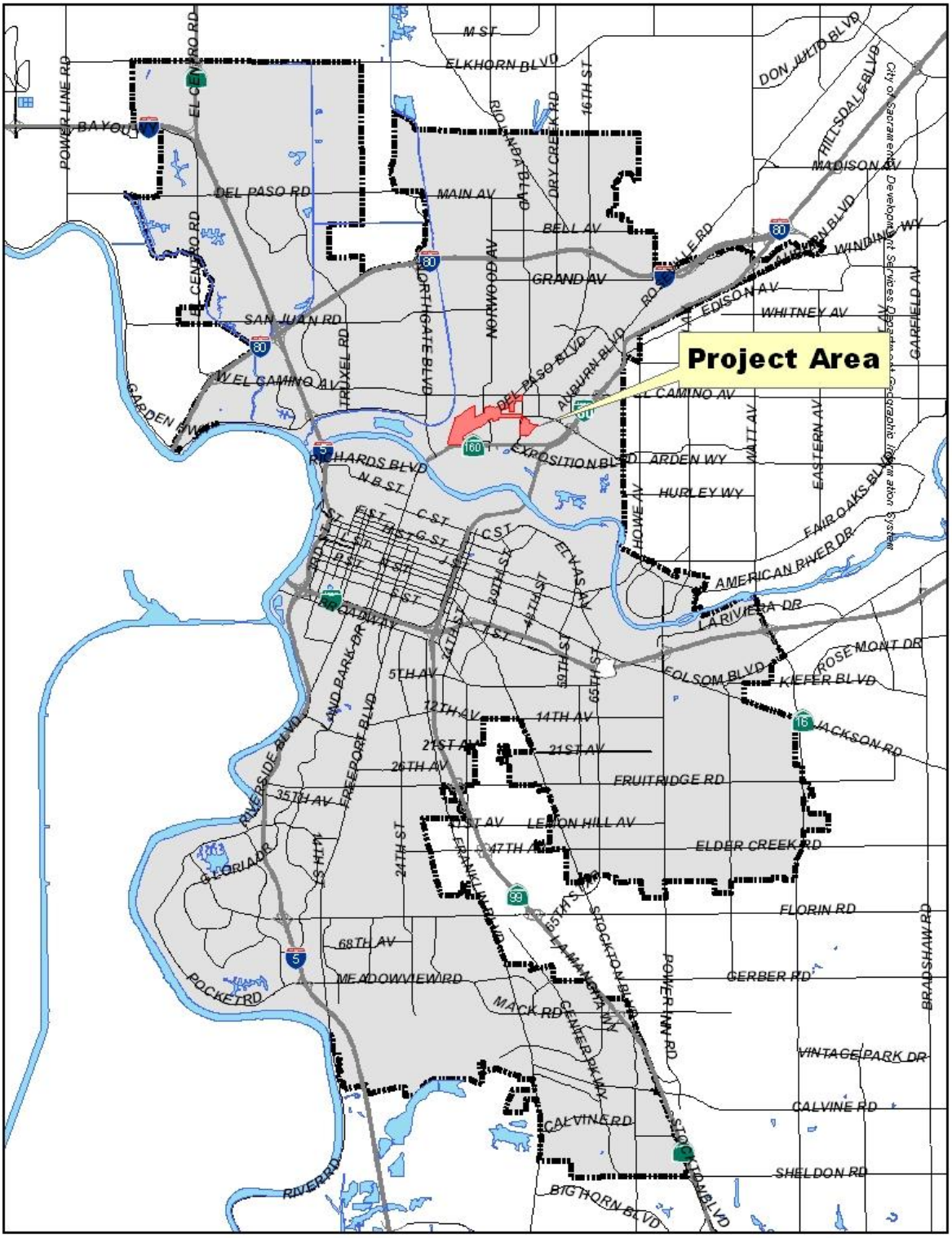
Attachment 1 - Vicinity Map

Attachment 2 - Rezones

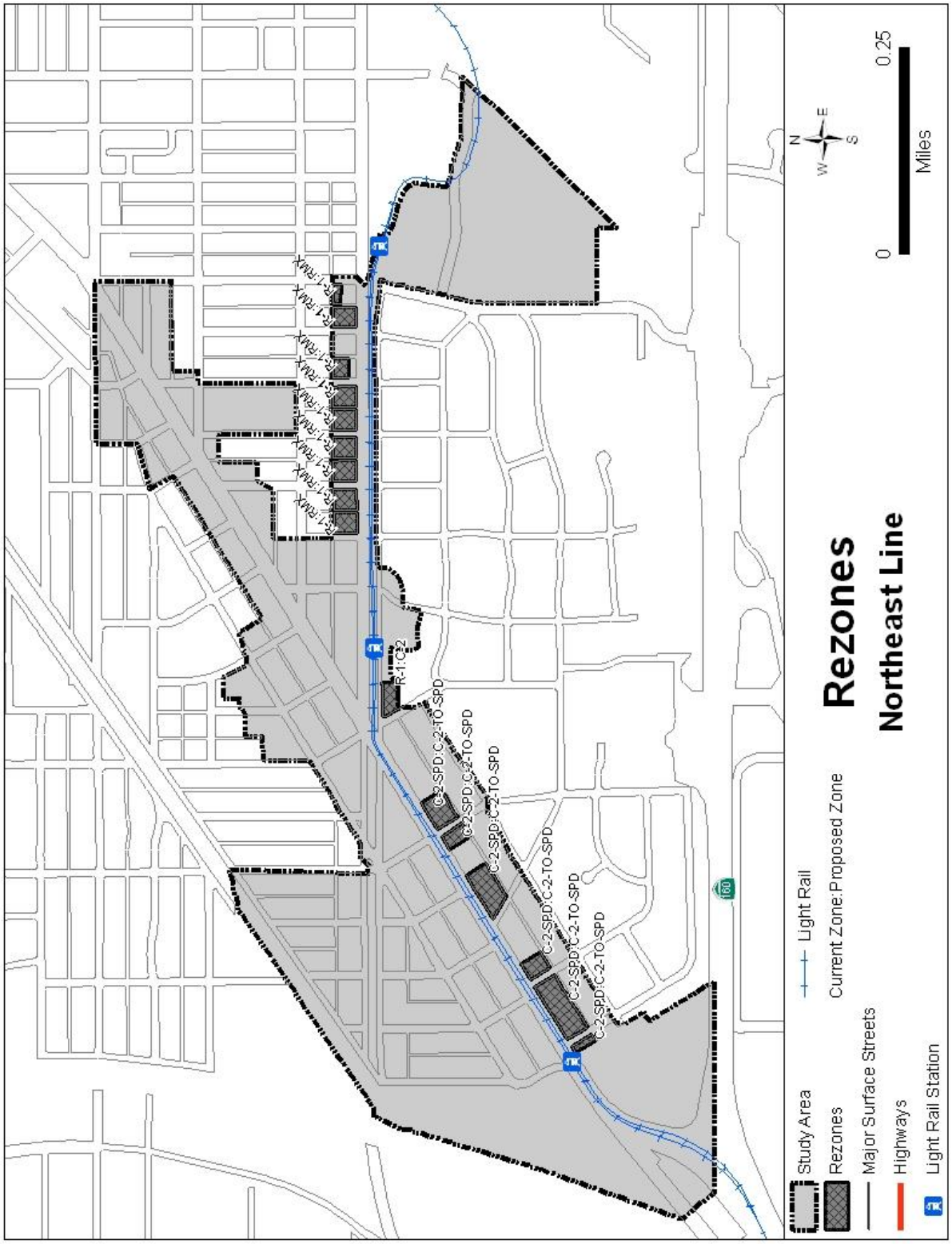
Attachment 3 - General Plan Land Use Changes

Attachment 4 - Expansion of the Del Paso Boulevard/Arden Way Special Planning District

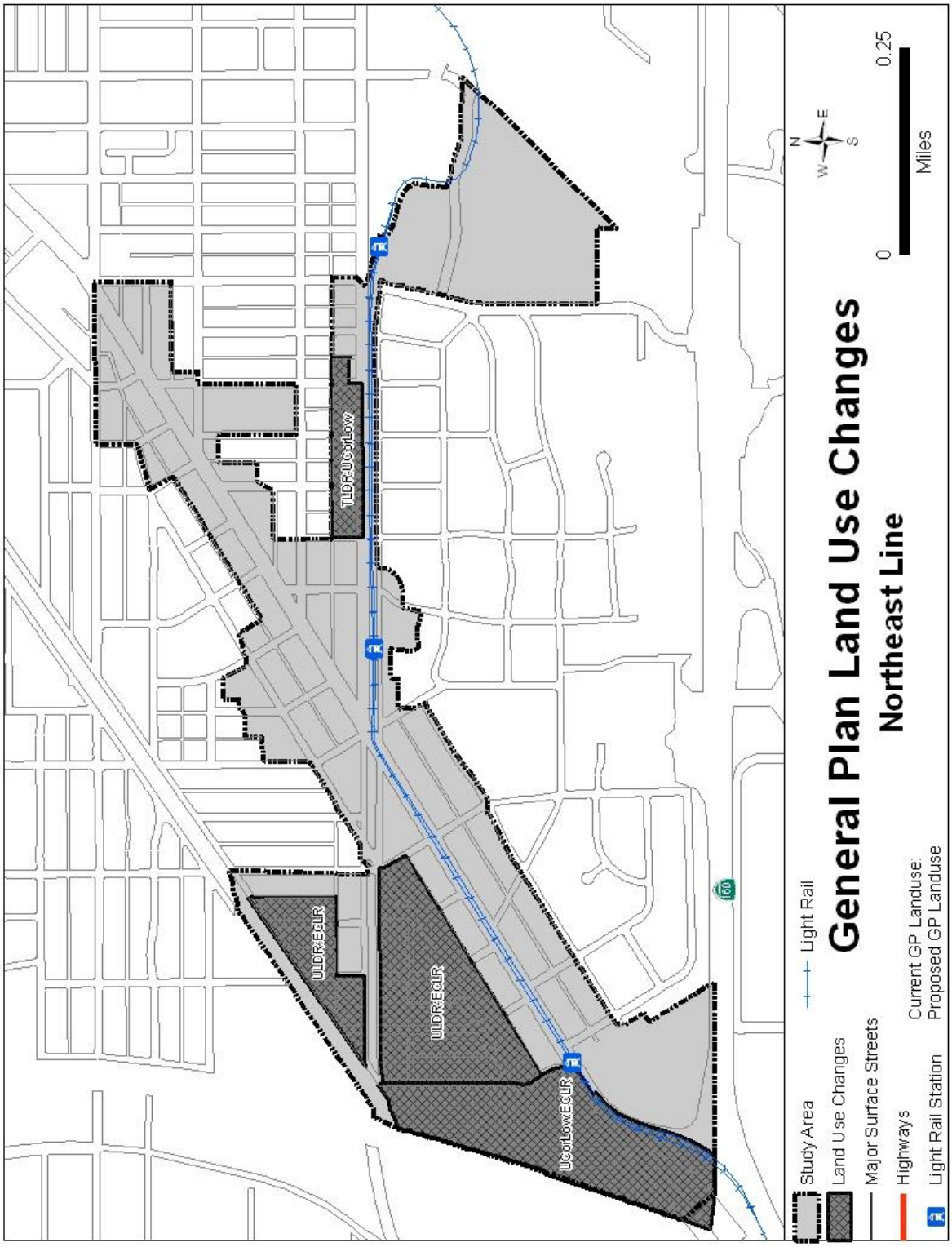
ATTACHMENT 1
VICINITY MAP



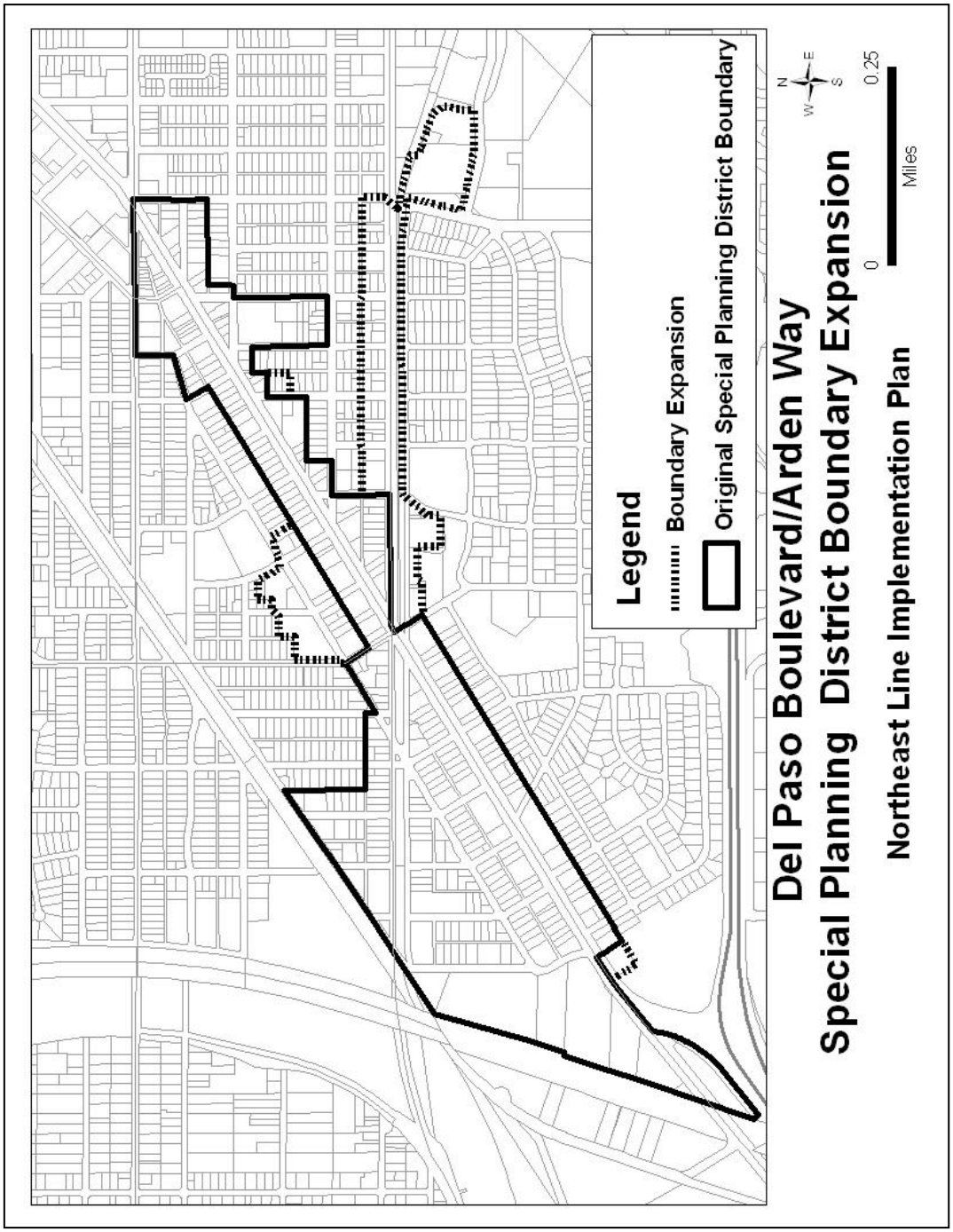
ATTACHMENT 2
Rezones



ATTACHMENT 3
General Plan Land Use Changes



ATTACHMENT 3
Expansion of the Del Paso Boulevard/Arden Way Special Planning District



SECTION III – ENVIRONMENTAL CHECKLIST AND DISCUSSION

LAND USE, POPULATION AND HOUSING, AGRICULTURAL RESOURCES

Introduction

The California Environmental Quality Act (CEQA) requires the Lead Agency to examine the effects of a project on the physical conditions that exist within the area that would be affected by the project. CEQA also requires a discussion of any inconsistency between the proposed project and applicable general plans and regional plans.

An inconsistency between the proposed project and an adopted plan for land use development in a community would not constitute a physical change in the environment. When a project diverges from an adopted plan, however, it may affect planning in the community regarding infrastructure and services, and the new demands generated by the project may result in later physical changes in response to the project.

In the same manner, the fact that a project brings new people or demand for housing to a community does not, by itself, change the physical conditions. An increase in population may, however, generate changes in retail demand or demand for governmental services, and the demand for housing may generate new activity in residential development. Physical environmental impacts that could result from implementing the proposed project are discussed in the appropriate technical sections.

This section of the initial study identifies the applicable land use designations, plans and policies, and permissible densities and intensities of use, and discusses any inconsistencies between these plans and the proposed project. This section also discusses agricultural resources and the effect of the project on these resources.

Discussion

The proposed project would rezone approximately 48 parcels to help facilitate transit supportive uses and allow more neighborhood friendly uses along the light rail corridor. Additionally, approximately 143 parcels will have general plan amendments. The 2030 General Plan was adopted by the City Council in March 2009. One of the general plan's stated purposes was to promote a more livable and walkable community, and the result of the rezoning and general plan amendments would be to support future land uses that are consistent with the 2030 General Plan goals and policies.

The project would also designate the Globe, Arden/Del Paso and Royal Oaks stations as a transit village. These actions would promote the use of public transit by helping to better integrate the light rail station into the community and to promote transit-supportive land uses in the vicinity of the station.

The land use designation changes and plans would be consistent with the letter and spirit of the general plan, and would encourage pedestrian-oriented, mixed-use development, as well as encourage the use of public transit. The project is consistent with the 2030 General Plan, and the cumulative effects of such development have been evaluated in the Master EIR.

No commercial agricultural operations are located in the project area. The project actions would not have any adverse effect on agricultural operations.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
1. AESTHETICS, LIGHT AND GLARE Would the proposal: A) Have a substantial adverse effect on a scenic vista?			X
B) Substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X
C) Substantially degrade the existing visual character or quality of the site and its surroundings?			X
D) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X

ENVIRONMENTAL SETTING

The project area is located in an urbanized portion of the Sacramento community. Del Paso Boulevard is a major thoroughfare and is dominated by commercial and industrial uses. The section of Arden Way in the study area has sporadic commercial businesses intermixed with single family homes.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, aesthetics impacts may be considered significant if the proposed project would result in one or more of the following:

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.

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

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO PROJECT

The 2030 General Plan includes goals and policies that encourage the retention of urban neighborhoods with attention to design of buildings and a mix if uses. (See 2030 General Plan, Land Use, Goal LU 4.4 and Policies 4.4.1 through 4.4.6) Major circulation corridors are recognized as important to access and travel within the community, but policies encourage good design and careful attention to visual and physical character. (See Goal LU 6.1 and Policies 6.1.10 through 6.1.14).

Potential impacts due to light and glare were identified in the Master EIR. Mitigation in the form of general plan policies reduced the cumulative impact to a less-than-significant level. (See Master EIR, Section 6.13, Urban Design and Visual Resources).

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO PROJECT

6.13-1 City shall amend the Zoning Code to prohibit new development from:

1) using reflective glass that exceeds 50 percent of any building surface and on the ground three floors:
2) using mirrored glass;
3) using black glass that exceeds 25 percent of any surface of a building; and,
4) using metal building materials that exceed 50 percent of any street-facing surface of a primarily residential building.

ANSWERS TO CHECKLIST QUESTIONS

A-D

The project area is urbanized. Del Paso Boulevard and Arden Way are busy thoroughfares, and the parcels along Del Paso Boulevard are predominantly commercial, industrial and office sites. The section of Arden Way included in the project is a mix of single family residential and small commercial uses. The existing design review guidelines cover commercial and residential development and provide guidance for site design, exterior design, signage, height, scale, massing, orientation and landscaping. New development and exterior work on existing buildings would be subject to design review.

The design review standards would, in conjunction with existing regulations of the City regarding lighting, ensure that development activity in the project area would not have a demonstrably negative aesthetic effect, and that light sources would not affect neighboring properties or traffic.

The project is consistent with the goals of the 2030 General Plan, and the project would not have any additional significant environmental effects that were not considered in the Master EIR.

MITIGATION MEASURES

Mitigation Measure 6.13-1, set forth above, applies to the project. No additional mitigation is required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Aesthetics.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
2. AIR QUALITY *Would the proposal:* A) Conflict with or obstruct implementation of the applicable air quality plan?			X
B) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X
C) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?			X
D) Exposure sensitive receptors to substantial pollutant concentrations?			X
E) Create objectionable odors affecting a substantial number of people?			X
F) Interfere with or impede the City's efforts to reduce greenhouse gas emissions?			X

ENVIRONMENTAL AND REGULATORY SETTING

In December 2006 the Environmental Protection Agency (EPA) revised the national ambient air quality standard for fine particle pollution to provide increased protection of public health and welfare. The revised standard is 35 micrograms per cubic meter (ug/m^3) for particles less than or equal to 2.5 micrometers in diameter ($PM_{2.5}$), averaged over 24 hours. In December 2008 the EPA Administrator identified nonattainment areas, and in October 2009 confirmed the designations. Sacramento County is included on this list, along with portions of surrounding counties that contribute to the nonattainment conditions. The designations became effective in INSERT DATE.

STANDARDS OF SIGNIFICANCE

The SMAQMD adopted the following thresholds of significance in 2002:

Ozone and Particulate Matter. An increase of nitrogen oxides (NOx) above 85 pounds per day for short-term effects (construction) would result in a significant impact. An increase of either ozone precursor, nitrogen oxides (NOx) 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. The pollutant of concern for sensitive receptors is carbon monoxide (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 state ambient air quality standard of 20.0 parts per million (ppm) or the 8-hour state ambient standard of 9.0 ppm (state ambient air quality standards are more stringent than their federal counterparts).

Toxic Air Contaminants. The project would create a significant impact if it created a risk of 10 in 1 million for cancer (stationary sources only).

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

The following mitigation measures applicable to air quality were identified in the 2030 General Plan Master EIR, and will be applied to the project:

Greenhouse Gas Emissions and Climate Change: The Master EIR identified numerous policies included in the 2030 General Plan that addressed greenhouse gas emissions and climate change. See Draft MEIR, Chapter 8, and pages 8-49 et seq. The Master EIR is available for review at the offices of Development Services Department, 300 Richards Boulevard, 3rd Floor, Sacramento, CA during normal business hours, and is also available online at http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/.

Policies identified in the 2030 General Plan include directives relating to sustainable development patterns and practices, and increasing the viability of pedestrian, bicycle and public transit modes. A complete list of policies addressing climate change is included in the Master EIR in Table 8-5, pages 8-50 et seq; the Final MEIR included additional discussion of greenhouse gas emissions and climate change in response to written comments. See changes to Chapter 8 at Final MEIR pages 2-19 et seq. See also Letter 2 and response.

ANSWERS TO CHECKLIST QUESTIONS

A-E

The proposed project does not include any construction or development. The project would revise planning and land use standards applicable to future development. The project would encourage multi-modal transportation in the project area, including the use of light rail and bicycle.

The project would not result in overall emissions in excess of those utilized in the Master EIR for analysis of cumulative effects, and the project would not have any additional significant environmental effects.

F

The proposed project is consistent with the 2030 General Plan. Rezoning parcels, general plan land use changes and the adoption of the Transit Village District would promote pedestrian and bicycle access. Decreasing vehicle miles travelled is a key strategy in the City's efforts to reduce greenhouse gas emissions, and the project would support this effort. The cumulative effects of greenhouse gas emissions that could be generated by development under the 2030 General Plan was evaluated in the Master EIR, as noted above, and the project would not impede the City's efforts to comply with statewide mandates for reduction of greenhouse gases. The project would not have any additional significant environmental effect.

MITIGATION MEASURES

None required.

Findings

The project would have no additional project-specific environmental effects relating to Air Quality.

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

ENVIRONMENTAL SETTING

The project area is located in an urbanized portion of the Sacramento community. Del Paso Boulevard and Arden Way are busy thoroughfares, and the parcels along Del Paso Boulevard are predominantly commercial, industrial and office sites. The section of Arden Way included in the project is a mix of single family residential and small commercial uses. Most parcels have been developed, some with large expanses of asphalt paving for parking.

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; or
- Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands).

For the purposes of this document, “special-status” has been defined to include those species, which are:

- Listed as endangered or threatened under the federal Endangered Species Act (or formally proposed for, or candidates for, listing);
- Listed as endangered or threatened under the California Endangered Species Act (or proposed for listing);
- Designated as endangered or rare, pursuant to California Fish and Game Code (Section 1901);
- Designated as fully protected, pursuant to California Fish and Game Code (Section 3511, 4700, or 5050);
- Designated as species of concern by U.S. Fish and Wildlife Service (USFWS), or as species of special concern to California Department of Fish and Game (CDFG);
- Plants or animals that meet the definition of rare or endangered under the California Environmental Quality Act (CEQA).

ANSWERS TO CHECKLIST QUESTIONS

A-F

The project area is dominated by Del Paso Boulevard and Arden Way, two busy thoroughfares. Parcels in the project have been developed, primarily with commercial, industrial, and residential uses. Some of the commercial uses that occupy large sites have been paved with asphalt for parking.

Some individual parcels remain vacant. These consist primarily of ruderal vegetation that is cleared periodically for fire safety purposes.

The project does not include construction or development, and would have no immediate effect on any vacant parcels. Land use designation and design changes proposed by the project would guide future development.

Development encouraged by the project in the project area would include renovations of existing structures, improved landscaping and design standards and encouragement of multi-modal transportation. None of these aspects of the project would have any demonstrable effect on biological resources, and the project would have no additional significant effect regarding such resources.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Biological Resources.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
4. CULTURAL RESOURCES *Would the proposal:* A) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?			X
B) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?			X
C) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X
D) Disturb any human remains, including those interred outside of formal cemeteries?			X

ENVIRONMENTAL SETTING

STANDARDS OF SIGNIFICANCE

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

1. Cause a substantial change in the significance of a historical or archaeological resource as defined in CEQA Guidelines Section 15064.5 or

2. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. Answers to Checklist Questions

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

The Master EIR acknowledged that the cumulative effects of development that could occur pursuant to the 2030 General Plan would be significant and unavoidable. (See Impact 6.4-1, Master EIR page 6.4-26). Various goals and policies of the 2030 General Plan were identified as mitigating such effects, including responsibility of the City to identify such resources (Policy HCR 2.1.1) and Policy 2.1.14, which provides that demolition of historic resources should be considered only as a last result. The goals and policies mitigating effects are set forth in the Master EIR, pages 6.4-22-25.

ANSWERS TO CHECKLIST QUESTIONS

A-D

The Historic and Cultural Resources element of the 2030 General Plan addresses the treatment of such resources if they are encountered as part of development activity. The policies calls for identification of such resources, and requires efforts to be undertaken to preserve such resources, with demolition being a last resort. (Policy HCR 2.1.14).

The proposed project does not include any proposal for construction on any specific site. The project seeks to revise various planning provisions that apply to parcels in the project area in an effort to facilitate later development and re-use. Individual projects would be subject to CEQA review as they are proposed if they require discretionary review by the City.

The project is consistent with the 2030 General Plan, and would support the City's efforts to encourage development of neighborhoods that provide a range of services and that minimize vehicle miles traveled. The cumulative effects of the proposed project have been considered in the Master EIR, and the project would have no additional significant environmental effects.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Cultural Resources.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
5. ENERGY Would the proposal result in impacts to: 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

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, energy impacts may be considered significant if the proposed project would result in one or more of the following:

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 a new electrical source (e.g., hydroelectric and geothermal plants).

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

None available.

ANSWERS TO CHECKLIST QUESTIONS

A-C

The project would alter some land use regulations in the project area with the goal of encouraging re-use and redevelopment of parcels. Any new uses would utilize existing energy suppliers. New development or redevelopment would be subject to regulations relating to energy usage. With compliance with these regulations and codes, no significant additional environmental effects would occur due to energy issues.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Energy.

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

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, 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.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The Master EIR indicated that soil and geologic conditions are site-specific, and there is little, if any, cumulative relationship between implementation of the general plan and cumulative actions in other jurisdictions. Adherence to relevant plans, codes and regulations with respect to project design and construction reduces project-specific and cumulative effects to a less-than-significant level. (Master EIR, page 6.5-26).

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

Goals and policies in the 2030 General Plan that apply to geologic and soil conditions are set forth at pages 6.5-17-19. These provide that the City shall conduct a geotechnical investigation of proposed development sites that determine the potential for ground rupture, earth shaking and liquefaction.

ANSWERS TO CHECKLIST QUESTIONS

A-E

The proposed project does not include any proposal for development. The project would modify land use regulations within the project area with the goal of encouraging re-use and redevelopment of parcels within the project area. Any specific development proposal would be subject to the City's standard building regulations, including inspection and enforcement of the applicable building code. Implementation of the standard building regulations would ensure that any development would be conducted in a manner that takes proper account of specific geologic or soil conditions at the site.

The Master EIR evaluated the cumulative effects of building that would be allowed under the 2030 General Plan. The proposed project does not propose any development or other change that was not evaluated in the Master EIR, and there would be no additional significant effects due to the project.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Geology and Soils.

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

ENVIRONMENTAL AND REGULATORY SETTING

Federal regulations and regulations adopted by the Sacramento Metropolitan Air Quality Management District (SMAQMD) apply to the identification and treatment of hazardous materials during demolition and construction activities. Failure to comply with these regulations respecting asbestos may result in a Notice of Violation being issued by the AQMD and civil penalties under state and/or federal law, in addition to possible action by U.S. EPA under federal law.

Federal law covers a number of different activities involving asbestos, including demolition and renovation of structures (40 CFR § 61.145).

SMAQMD Rule 902 and Commercial Structures

The work practices and administrative requirements of Rule 902 apply to all commercial renovations and demolitions where the amount of Regulated Asbestos-Containing Material (RACM) is greater than:

- 260 lineal feet of RACM on pipes, or
- 160 square feet of RACM on other facility components, or
- 35 cubic feet of RACM that could not be measured otherwise.

The administrative requirements of Rule 902 apply to any demolition of commercial structures, regardless of the amount of RACM.

Asbestos Surveys

To determine the amount of RACM in a structure, Rule 902 requires that a survey be conducted prior to demolition or renovation unless:

- the structure is otherwise exempt from the rule, or
- any material that has a propensity to contain asbestos (so-called "suspect material") is treated as if it is RACM.

Surveys must be done by a licensed asbestos consultant and require laboratory analysis. Asbestos consultants are listed in the phone book under "Asbestos Consultants." Large industrial facilities may use non-licensed employees if those employees are trained by the U.S. EPA. Questions regarding the use of non-licensed employees should be directed to the AQMD.

Removal Practices, Removal Plans/Notification and Disposal

If the survey shows that there are asbestos-containing materials present, the SMAQMD recommends leaving it in place.

If it is necessary to disturb the asbestos as part of a renovation, remodel, repair or demolition, Cal OSHA and the Contractors State License Board require a licensed asbestos abatement contractor be used to remove the asbestos-containing material.

There are specific disposal requirements in Rule 902 for friable asbestos-containing material, including disposal at a licensed landfill. If the material is non-friable asbestos, any landfill willing to accept asbestos-containing material may be used to dispose of the material.

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, 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 or other hazardous materials; or
- expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The Master EIR indicated that the impacts from potential hazards and materials are usually site-specific, and there is a relative absence of cumulative effects. Due to the regulation that substantially controls the use and disposition of hazardous materials, the Master EIR concluded that effects from development that could occur pursuant to the 2030 General Plan were less than significant.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

Goals and policies of the 2030 General Plan require investigation of development sites for contamination (Policy PHS 3.1.1), compliance with regulations that require a hazardous materials management plan when appropriate, and preparation of various plans to provide community-wide programs for response to spills or other incidents. See Master EIR, pages 6.6-1920.

ANSWERS TO CHECKLIST QUESTIONS

A-H

The project area is located in an urbanized portion of the City of Sacramento. The project does not propose any specific development, and the modifications proposed to the various land use regulations are for the purpose of encouraging the re-use and redevelopment of parcels within the project area.

The land uses primarily subject to the project are commercially-zoned parcels. The project would not increase the likelihood that new uses might locate in the area that include the use of noxious or hazardous materials.

The project, by encouraging re-use and redevelopment, would improve infrastructure and access in the project area. These changes would improve the City's ability to respond to any hazardous materials incidents, and would improve emergency access in the project area. Future site specific development may have additional significant environmental effects that were not considered in the Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Hazards.

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

STANDARDS OF SIGNIFICANCE

Water Quality. For purposes of this Initial Study, an impact is considered significant if the proposed project would substantially degrade water quality and violate any water quality

objectives set by the State Water Resources Control Board, due to increased sediments and other contaminants generated by construction and/or operational activities.

Flooding. For purposes of this Initial Study, 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.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The cumulative effects relating to hydrology and water quality that were identified in the Master EIR relate primarily to the development of vacant parcels. The project area has been almost completely developed with urban uses. The Master EIR concluded that the various local, state and federal regulations regulating drainage and water quality were effective to reduce any effects to a less-than-significant level.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

None required.

ANSWERS TO CHECKLIST QUESTIONS

A-E

The project area is located in an urbanized portion of the City of Sacramento. The project does not propose any specific new development. Development or redevelopment of any parcel within the project area would be subject to review and approval and would include review of any proposal to increase or divert runoff from the affected site. The cumulative effects of development allowable under the 2030 General Plan were evaluated in the Master EIR, and the proposed project would have no additional significant environmental effects.

F-H

Most parcels within the project area have been developed with urban uses. Approval of the project would not result in any substantial increase in population or increase in exposure to flood hazards. The Master EIR evaluated such concerns and the project would have no additional significant environmental effects.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Hydrology and Water Quality.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
9. NOISE Would the project result in: A) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X
B) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X
C) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X
D) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X
E) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			X
F) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?			X

STANDARDS OF SIGNIFICANCE

Thresholds of significance are those established by the Title 24 standards and by the 2030 General Plan Noise Policies 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 exceeding the upper value of the normally acceptable category for various land uses caused by noise level increases due to the project. (2030 General Plan, Table EC-1, 2009).

- Residential interior noise levels of L_{dn} 45 dB or greater caused by noise level increases due to the project;

- Construction noise levels not in compliance with the City of Sacramento Noise Ordinance;
- Occupied existing and project residential and commercial areas are exposed to vibration and 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; and
- 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.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Noise and vibration associated with development that could occur pursuant to the 2030 General Plan could increase on a cumulative basis. The Master EIR concluded that residential development that could occur could be exposed to significant noise levels that exceed the City's applicable thresholds, and that such effects were significant and unavoidable.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

The general plan goals and policies that serve to reduce the effects from increased noise due to new development are set forth in the Master EIR, pages 6.8-24 to 26. These goals and policies establish noise standards for interior and exterior for various land uses. New mixed-use, commercial and industrial development is required to mitigate operational noise impacts to adjoining sensitive uses. (Policy EC 3.1.8)

ANSWERS TO CHECKLIST QUESTIONS

A-F

The project area is generally located within the 65 dB CNEL contour. The project does not propose any specific development, and the re-use and redevelopment of parcels that would be encouraged by the project would not result in new sources of substantial noise or vibration. Construction activities at specific sites that were later redeveloped could result in construction noise, but construction noise is regulated by the City Code and would result in less than significant effects.

The cumulative effects of development that could occur consistent with the 2030 General Plan were evaluated in the Master EIR, and the project would have no additional significant environmental effects relating to noise or vibration.

MITIGATION MEASURES

None required.

Findings

The project would have no additional project-specific environmental effects relating to Noise.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
10. PUBLIC SERVICES Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: A) Fire protection?			X
B) Police protection?			X
C) Schools?			X
D) Parks?			X
E) Other public facilities?			X

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, an impact would be considered significant if the project resulted in the need for new or altered services related to fire protection, police protection, school facilities, roadway maintenance, or other governmental services beyond what was anticipated in the 2030 General Plan.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The Master EIR identified goals and policies that would mitigate the effects of new development on public health and safety (Master EIR, pages 6.10-10 to 11); fire protection (Master EIR, pages 6.10-21 to 22); schools (Master EIR, pages 6.10-39 to 40); libraries (Master EIR, pages 6.10-51 to 53); and emergency services (Master EIR, pages 6.10-64 to 65). The Master EIR concluded that these policies were effective to reduce all cumulative effects to a less-than-significant level.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

None applicable.

ANSWERS TO CHECKLIST QUESTIONS

A-E

The project area is located in an urbanized portion of the City of Sacramento, and is served by various municipal services. The project proposes modification of land use regulations for the project area that are intended to encourage re-use and redevelopment of parcels within the project area. No substantial increase in population is proposed, and the re-use and redevelopment of sites would result in improvements in access, infrastructure and general conditions in the area. These improvements have the goal of reducing hazards and improving general conditions with an accompanying reduction if demand for services for fire and police.

The Master EIR evaluated the cumulative effects of development that could occur under the 2030 General Plan, and the project would result in no additional significant environmental effects.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Public Services.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
11. RECREATION A) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X
B) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, 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; or
- create a need for construction or expansion of recreational facilities beyond what was

anticipated in the 2030 General Plan.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Goals and policies in the 2030 General Plan that relate to recreation and recreational resources were identified in the Master EIR at pages 6.9-13 to 18. The Master EIR concluded that the cumulative effects on such resources were less than significant.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

None required.

ANSWERS TO CHECKLIST QUESTIONS

A-B

The project proposes modification of land use regulations for the purpose of encouraging the re-use and redevelopment of commercial parcels within the project area. The project would not result in any substantial increase in population beyond that identified in the 2030 General Plan, and would not increase the demand for existing recreational facilities. The cumulative effects were evaluated in the Master EIR, and the project would have no additional significant environmental effects relating to recreation.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Recreation.

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
12. TRANSPORTATION AND CIRCULATION Would the project: A) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections?			X
B) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?			X
C) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?			X
D) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X
E) Result in inadequate emergency access?			X
F) Result in inadequate parking capacity?			X
G) Conflict with adopted policies, plans, or programs supporting alternative modes of transportation (e.g., bus turnouts, bicycle racks)?			X

STANDARDS OF SIGNIFICANCE

The standards of significance for Transportation utilize policies in the 2030 General Plan, Mobility Element and, when appropriate, standards used by regulatory agencies. For traffic flow on the freeway system, the standards of Caltrans have been used.

Roadway Segments

A significant traffic impact occurs for roadway segments when:

1. The traffic generated by a project degrades peak period Level of Service (LOS) from A,B,C or D (without the project) to E or F (with project); or

2. The LOS (without project) is E or F, and project generated traffic increases the Volume-to-Capacity Ratio (V/C ratio) by 0.02 or more.

Intersections

A significant traffic impact occurs for intersections when:

1. The traffic generated by a project degrades peak period level of service from A, B, C or D (without project) to E or F (with project); or

2. The LOS (without project) is E or F, and project generated traffic increases the peak period average vehicle delay by five seconds or more.

Freeway Facilities

Caltrans considers the following to be significant impacts:

- Off-ramps with vehicle queues that extend into the ramp's deceleration area or onto the freeway;
- Project traffic increases that cause any ramp's merge/diverge level of service to be worse than the freeway's level of service;
- Project traffic increases that cause the freeway level of service to deteriorate beyond level of service threshold defined in the Caltrans Route Concept Report for the facility; or
- The expected ramp queue is greater than the storage capacity.

Transit

Impacts to the transit system are considered significant if the proposed project would:

- Adversely affect public transit operations or
- Fail to adequately provide for access to public transit.

Bicycle Facilities

Impacts to bicycle facilities are considered significant if the proposed project would:

- Adversely affect bicycle travel, bicycle paths or
- Fail to adequately provide for access by bicycle.

Pedestrian Circulation

Impacts to pedestrian circulation are considered significant if the proposed project would:

- adversely affect pedestrian travel, pedestrian paths or
- fail to adequately provide for access by pedestrians.

Parking

Impacts to parking are considered significant if the proposed project would eliminate or adversely affect an existing parking facility, interfere with the implementation of a proposed parking facility, or result in an inadequate supply of parking.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The Master EIR acknowledged that cumulative development associated with the 2030 General Plan would result in significant and unavoidable effects. The goals and policies relating to transportation infrastructure were identified at pages 6.12-49 to 58.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

New projects in the project area would be subject to Policy M 1.2.2 that calls for the City to allow flexible level of service (LOS) standards. A central theme of the 2030 General Plan is the encouragement of infill projects and the re-use and redevelopment of parcels within the urban core.

Goal 4.2 in the Mobility Element calls for development of a transportation system that balances the diverse needs of the users of the public right-of-way. Policies M 4.2.1 to M 4.2.6 implement this goal and would apply to the project area.

ANSWERS TO CHECKLIST QUESTIONS

A-G

The proposed project would modify land use designations for some parcels within the project area. One of the project's primary goals is to provide a more attractive economic environment for re-use of parcels that are either vacant or under-used.

The project does not propose any new development on any specific parcel, and there would be no increase in traffic attributable to the project. The City's roadway infrastructure, including ways of travel for pedestrians and bicycles, is identified in the Master EIR, and any new, expanded or redeveloped uses would be required to adhere to the standards set forth in the 2030 General Plan Mobility Element as part of individual projects.

The project would not have any additional significant environmental effects relating to transportation and circulation.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Transportation and Circulation.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
13. UTILITIES AND SERVICE SYSTEMS Would the project: A) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X
B) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X
C) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X
D) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X
E) Result in a determination by the wastewater treatment provider which serves or may serve the project's projected demand in addition to the provider's existing commitments?			X
F) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid water disposal needs?			X
G) Comply with federal, state, and local statutes and regulations related to solid waste?			X

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, 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; or

- Generate stormwater that would exceed the capacity of the stormwater system.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The 2030 General Plan identified impacts for future water supply and sewer treatment capacity that were significant unavoidable.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

The policies relating to water and sewer supply relate primarily to City-wide planning for treatment capacity, and do not affect specific projects.

ANSWERS TO CHECKLIST QUESTIONS

A-G

One of the primary goals of the proposed project is to encourage re-use and redevelopment of existing developed parcels within the project area. Such use of existing developed parcels would not create substantial new demand for water or sewer services beyond that identified in the 2030 General Plan, and the cumulative effect of any new demand has been adequately addressed in the Master EIR. There are no additional significant environmental effects.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Utilities and Service Systems.

MANDATORY FINDINGS OF SIGNIFICANCE

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
14. MANDATORY FINDINGS OF SIGNIFICANCE A.) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X
B.) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)			X
C.) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X

Answers to Checklist Questions

A -C

The project proposes to modify land use regulations within the project area to encourage the re-use and redevelopment of parcels along commercial corridors in the project area. The project area is urbanized and served with a full range of urban services.

The project does not propose any specific development. Development that occurs in the project area would primarily involve developed parcels that were previously used for commercial operations. The redevelopment of these parcels would likely improve conditions regarding water quality and landscaping.

The cumulative effects of development consistent with the 2030 General Plan were evaluated in the Master EIR. The project would have no additional significant environmental effects.

SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

	Aesthetics		Hazards
	Air Quality		Noise
	Biological Resources		Public Services
	Cultural Resources		Recreation
	Energy and Mineral Resources		Transportation/Circulation
	Geology and Soils		Utilities and Service Systems
	Hydrology and Water Quality		
X	None Identified		

SECTION V - DETERMINATION

On the basis of the initial study:

I find that (a) the proposed project is an anticipated subsequent project identified and described in the 2030 General Plan Master EIR; (b) the proposed project is consistent with the 2030 General Plan land use designation and the permissible densities and intensities of use for the project site; and (c) the proposed project **will not** have any project-specific additional significant environmental effects not previously examined in the Master EIR, and no new mitigation measures or alternatives will be required. Mitigation measures from the Master EIR will be applied to the proposed project as appropriate. Notice shall be provided pursuant to CEQA Guidelines Section 15087. (CEQA Guidelines Section 15177(b))

Signature

Date 2/3/11

Greg Sandlund, Associate Planner

REFERENCES CITED

Air Resources Board, GHG Emission Inventory Summary (1990-2004) **http://www.arb.ca.gov/app/ghg/ghg_sector_data_php**

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