

**NOTICE OF INTENT
TO ADOPT A NEGATIVE DECLARATION
FOR THE ASPEN 1 SPHERE OF INFLUENCE AMENDMENT
TO THE CITY OF SACRAMENTO**

To: Interested Persons

From: Sacramento Local Agency Formation Commission (LAFCo)
1112 I Street, Suite 100
Sacramento, CA 95814
(916) 874-6458
peter.brundage@saclafco.org

Contact: Peter Brundage, Executive Officer

Subject: Notice of Intent to Adopt a Negative Declaration

The Sacramento Local Agency Formation Commission (LAFCo) is the Lead Agency for the Aspen 1 Sphere of Influence Amendment to the City of Sacramento and intends to adopt a Negative Declaration for the project located near the southwest corner of South Watt Avenue and Jackson Road as described in the Initial Study/Negative Declaration.

LAFCo is considering an application by the City of Sacramento for a Sphere of Influence Amendment (SOIA) to include an approximate 28.5-acre area within the City's Sphere of Influence. The entirety of the proposed area to be included in the SOIA currently is within the unincorporated area of Sacramento County. Based on existing City and County land use and zoning designations, the area of the SOIA is earmarked for urbanized industrial uses. Planned industrial uses would not change with implementation of the SOIA.

The proposed Initial Study / Negative Declaration is available for public review from 8:00 a.m. to 5:00 p.m., Monday through Friday, at the offices of LAFCo, 1112 I Street, Suite 100, Sacramento, CA 95814. The public comment period is: December 15, 2008 to January 12, 2009. Comments may be submitted to: Peter Brundage at the above address. Emailed comments should be submitted to: peter.brundage@saclafco.org and should include the phrase "Aspen 1 IS/ND" in the subject line. LAFCo intends to consider the Aspen 1 project at its meeting of February 4, 2009 at 5:30 p.m. in the County Board of Supervisors Chambers, 700 H Street, Sacramento, CA.

Interested persons should contact Peter Brundage, LAFCo Executive Officer, at (916) 874-6458 if there are any questions.

Based on a review of public records, the project site is not contained on any lists of hazardous materials sites set forth in Section 65962.5 of the California Government Code.

DETERMINATION:

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project applicant. A NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Peter Brundage

Date December 9, 2008

Printed
Name

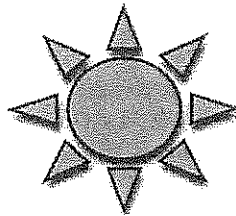
Peter Brundage,
Executive Officer

For Sacramento LAFCo

City of Sacramento
Sphere of Influence Amendment
Aspen I Area
Initial Study/Negative Declaration

Prepared by
Sacramento Local Agency Formation Commission
1112 I Street, Suite 100
Sacramento, CA 95814

December 9, 2008



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Signature _____

Date December 9, 2008 _____

Printed
Name

Peter Brundage,
Executive Officer

For Sacramento LAFCo

INITIAL STUDY AND ENVIRONMENTAL EVALUATION

Project Title: Aspen 1 Sphere of Influence Amendment

Project Location: Southwest corner of Jackson Highway and South Watt Avenue, Sacramento, CA

Entitlements Requested: City of Sacramento Sphere of Influence Amendment

Lead Agency Name and Address: Sacramento Local Agency Formation Commission (LAFCo)
1112 I Street, Suite 100
Sacramento, CA 95814

Contact Person and Phone Number: Peter Brundage, Executive Officer
Sacramento LAFCo
Phone: (916) 874-6458
peter.brundage@saclafco.org

Project Applicant Name and Address: City of Sacramento
Planning Department, New Growth Division
915 I Street, 3rd Floor
Sacramento, CA 95814

General Plan Designation: Agriculture-Urban Reserve-Aggregate Resource Area (Sacramento County)
Heavy Commercial or Warehouse (City of Sacramento)

Zoning: M-2 (SM) (Heavy Industrial with Surface Mining combining zone), IR (SM) (Industrial Reserve with Surface Mining combining zone)
(Sacramento County)

1. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

This Initial Study focuses on whether the proposed project may cause significant effects on the environment. The Initial Study is also intended to assess whether any environmental effects of the project are susceptible to substantial reduction or avoidance by the choice of specific revisions in the project, by the imposition of conditions, or by other means [Section 15152(b)(2) of the Guidelines for the California Environmental Quality Act (CEQA)]. If such revisions, conditions or other means are identified, they will be identified as mitigation measures. This initial study relies on CEQA Guidelines §15064 in its determination of the significance of environmental effects.

Based on existing City and County land use and zoning designations, urbanized industrial uses are the planned future uses within the project area and are assumed for the basis of this analysis.

2. DESCRIPTION OF PROJECT

The Sacramento Local Agency Formation Commission (LAFCo) is considering an application by the City of Sacramento for a Sphere of Influence Amendment (SOIA) to include an approximate 28.5-acre area within the City's Sphere of Influence. The entirety of the proposed area to be included in the SOIA currently is within the unincorporated area of Sacramento County. Based on existing City and County land use and zoning designations, the area of the SOIA is earmarked for urbanized industrial uses. Planned industrial uses would not change with implementation of the SOIA.

Project Location

The project area is located south of Jackson Highway (State Route 16) and west of South Watt Avenue, immediately east of the City of Sacramento boundary, and within the unincorporated area of Sacramento County. The project area for the proposed SOIA consists of several parcels for a total project area of approximately 28.5 acres. The project area includes Sacramento County Assessor's Parcels numbered 063-0014-001, 002, 003, 005, and 006. The project area is located in the western half of Section 19, Township 8 North, Range 6 East, Mount Diablo Base and Meridian, 38°31'59.57" N, 121°22'16.25" W (see Figure 1, Project Area Map).

Project Objectives

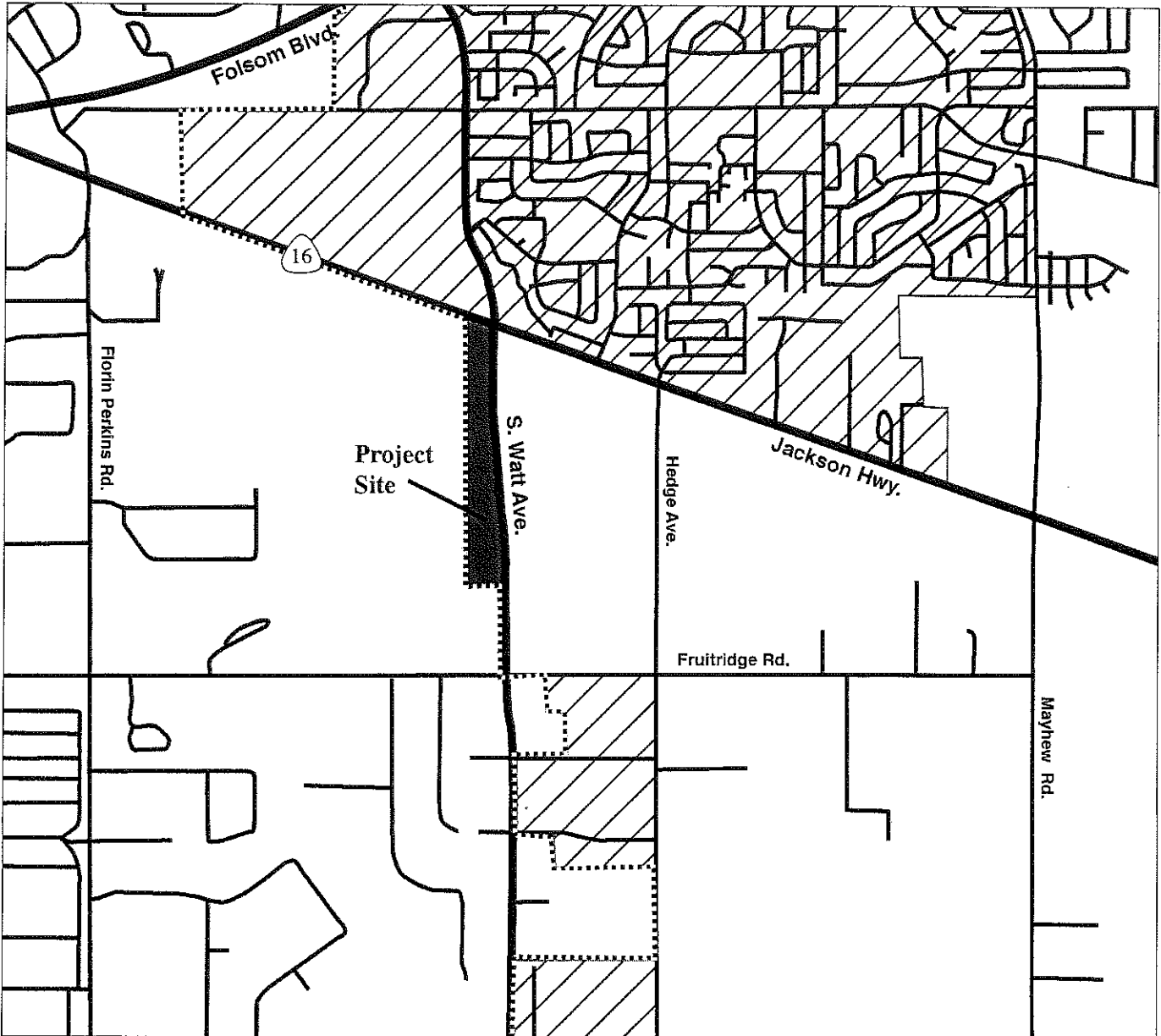
As required by Section 15124 (b) of the CEQA Guidelines, the following is a discussion of the objectives of the proposed Aspen I SOIA project. The project applicant has identified the following objectives in proposing the project:

- To provide a logical and reasonable future physical boundary of the City of Sacramento; and,
- To aid in the comprehensive planning of future uses in the project area, since the majority of lands lie within the City of Sacramento City limits.




Existing Conditions

The proposed project site is predominantly vacant; a utility shed and minor utility improvements are the only developments onsite (located on the Sacramento Regional County Sanitation District parcels: 063-0014-003 and 005). Historically, the project site was primarily used for gravel mining. The project site is part of a larger gravel mining operation to the west, which is located within City limits (see Figure 2, Affected Parcels).

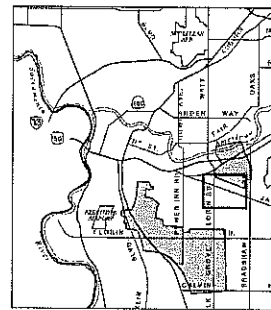
The topography of the project site is generally flat adjacent to South Watt Avenue and Jackson Highway, sloping to the interior of the site, which is significantly below street level as a result of its previous use as a gravel pit.



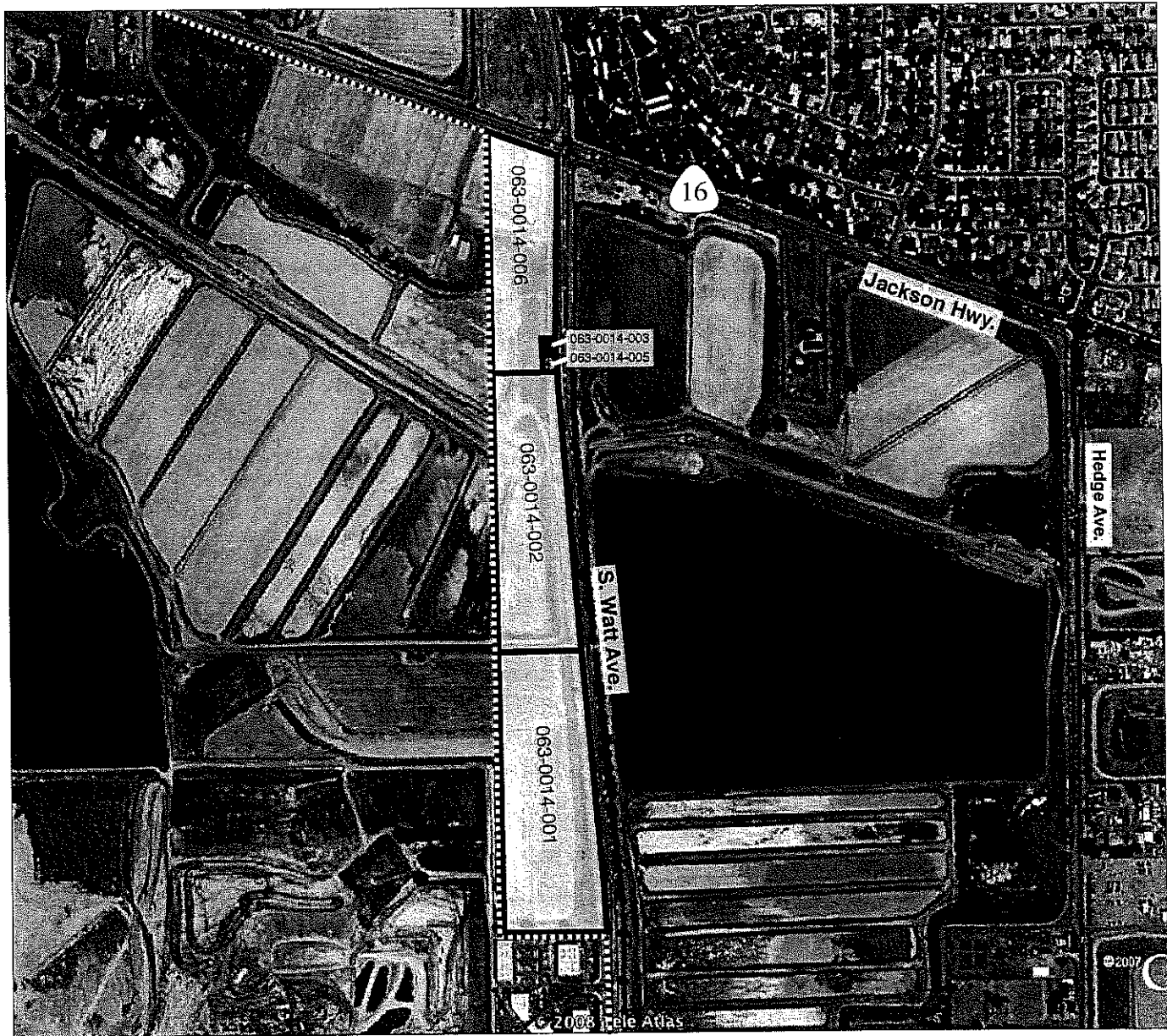
Legend

-  Sphere of Influence
-  Proposed SOI Amendment
-  City Boundary

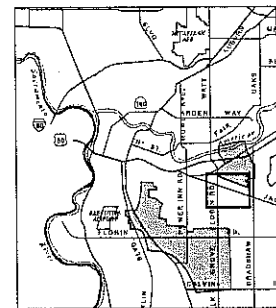
0 1,250 2,500 Feet



Aspen 1 Sphere of Influence Amendment
Figure 1
 Regional and Project Location



0 590 1,180 Feet



SOURCE: Planning Partners, September 2008
Aerial: Google Earth

Aspen I Sphere of Influence Amendment
Figure 2
Project Site Affected Parcels

Surrounding Land Uses and Setting

Surrounding land uses include vacant land and residential uses to the north; vacant land and industrial uses to the east; industrial uses to the south; and vacant and industrial uses to the west (within City limits).

Project details such as adjacent land uses could change over the course of evaluation and from those existing at the time of this Initial Study; however, these changes would consist of uses consistent with the Sacramento County General Plan or City of Sacramento General Plan and would not affect the analysis contained in this Initial Study.

Location	Land Use	General Plan	Zoning
ONSITE	Vacant	Agriculture-Urban Reserve- Aggregate Resource Area (County) Heavy Commercial or Warehouse (City)	M-2 (SM) (Heavy Industrial with Surface Mining combining zone), IR (SM) (Industrial Reserve with Surface Mining combining zone) (County)
NORTH	Jackson Road / Vacant	Intensive Industrial (County)	M-2 (NPA) (Heavy Industrial with Neighborhood Preservation Area combining zone), RD-10 (Residential Duplex) (County)
EAST	South Watt Avenue / Vacant	Agriculture-Urban Reserve- Aggregate Resource Area (County)	IR (SM) (Industrial Reserve with Surface Mining combining zone), M-2 (SM) (Heavy Industrial with Surface Mining combining zone) (County)
SOUTH	Industrial	Intensive Industrial (County) Heavy Commercial or Warehouse (City)	M-1 (Light Industrial) (City)
WEST	Vacant	Intensive Industrial (County) Heavy Commercial or Warehouse (City)	M-2 (S) (Heavy Industrial regulated for industrial park uses) (City)

Project Characteristics

As proposed, the Aspen I SOIA project would consist of the amendment of the City of Sacramento Sphere of Influence to include the project area within the City's Sphere of Influence boundaries. Placement of the project site within the City's SOI boundary indicates that LAFCo acknowledges that the project area is an area appropriate for future urbanization and annexation to the City of Sacramento.

The City currently proposes no rezoning of the project area or development project review. Based on existing City and County land use and zoning designations, urbanized industrial uses are the planned future uses within the project area and are assumed for the basis of this analysis. Should the City seek to annex the area in the future, the City would be required to prezone the area prior to LAFCo consideration of the annexation request. The City's annexation request and prezone would be subject to environmental review pursuant to CEQA, and the City would be required to prepare and certify an appropriate CEQA document prior to LAFCo consideration. Similarly, City

consideration of any proposed urban development on the project site would require environmental review in accordance with CEQA requirements.

Required Approvals

A listing and brief description of the regulatory permits and approvals required to implement the proposed project is provided below. This environmental document is intended to address the environmental impacts associated with all of the following decision actions and approvals.

Sacramento LAFCo

Under the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, LAFCo has the power to approve or disapprove applications, modify boundaries of a proposal, and impose reasonable conditions of approval (Government Code Section 560000, et. seq.). The Sacramento LAFCo has the following discretionary powers related to the proposed Aspen I SOIA project:

- Adoption of the Mitigated Negative Declaration -- Sacramento LAFCo will act as the lead agency as defined by the California Environmental Quality Act (CEQA), and will have authority to determine if the Mitigated Negative Declaration is adequate under CEQA.
- Amendment of the City of Sacramento Sphere of Influence to include the project area within the City's SOI boundary.

Applicable LAFCo Rules and Regulations

The Cortese-Knox-Hertzberg Local Government Reorganization (CKH) Act of 2000 requires that each Local Agency Formation Commission (LAFCo) prepare Municipal Service Reviews and update Spheres of Influence for all cities and independent special districts within its jurisdiction.

For amendments to an SOI, LAFCo generally treats such amendments similar to an application for approval of an SOI or as an annexation planned for the mid- to long-range future. Therefore, policies that apply to SOI amendments include: (a) General policies; (b) Specific policies and standards for annexations to cities and special districts; and (c) Specific policies and standards for amendments to Spheres of Influence. According to LAFCo policies Section V. Specific Standards by Type of Action, A. Annexations to Cities:

4. The LAFCo will favorably consider annexations with boundary lines located so that all streets and rights-of-way will be placed within the same city as the properties which either abut thereon or for the benefit of which such streets and rights-of-way are intended.
5. An applicant for an amendment to a Sphere of Influence must demonstrate a projected need or lack of need for service.

In the project area, South Watt Avenue is generally the boundary between the City of Sacramento and Sacramento County, with the City located west of South Watt Avenue and the County to the east. The project site is substantially surrounded by City territory to the west, and south; the Aspen I project area is the only property south of Jackson Highway and north of Elder Creek Road that is

west of South Watt Avenue that remains in the County, creating a pocket of County territory surrounded by the City. The proposed SOIA would result in maintaining and enhancing South Watt Avenue as the logical and reasonable future physical boundary of the City. Consistent with Government Code Section 56425(b), the City and County have agreed upon the proposed boundary change. As required by LAFCo, the City has prepared a Municipal Services Review (MSR) to support the proposed SOIA.

According to LAFCo policies Section IV. General Standards, B. Conformance with Applicable General and Specific Plans:

1. LAFCo will approve changes of organization or reorganization only if the proposal is consistent with the General Plan and applicable Specific Plans of the applicable planning jurisdiction.
2. For purposes of the above policy, the applicable planning jurisdiction is as follows:
 - a. For annexations to a city, the applicable jurisdiction is the city to which annexation is proposed;

Therefore, for the purposes of this analysis, the applicable planning jurisdiction would be the City of Sacramento, since the project would modify the City's existing SOI to include the project area.

PREVIOUS RELEVANT ENVIRONMENTAL ANALYSIS

The EIR for the City of Sacramento General Plan (1987) still provides relevant policy guidance for this environmental analysis. While the project site is not located within the boundaries of the City, as stated above, the applicable planning jurisdiction is the city to which the SOIA is proposed. The City adopted land use designations for the project site in the 1988 General Plan and evaluated such uses in the City's EIR for the General Plan (1987).

The City is in the process of preparing and adopting its General Plan Update and Environmental Impact Report that will guide City growth and services over the next 22 years. The 2030 General Plan is the first comprehensive revision of the City's General Plan in over 20 years. The public review period for the Draft 2030 General Plan ended on July 31, 2008. The City Planning Department anticipates that the final General Plan will be presented to the City Council for adoption in late 2008. Because the General Plan Update and MEIR have not yet been adopted, these documents could not be used for this analysis.

Tiering

"Tiering" refers to the relationship between a program-level EIR (where long-range programmatic cumulative impacts are the focus of the environmental analysis) and subsequent environmental analyses such as the subject document, which focus primarily on issues unique to a smaller project within the larger program or plan. Through tiering a subsequent environmental analysis can incorporate, by reference, discussion that summarizes general environmental data found in the program EIR that establishes cumulative impacts and mitigation measures, the planning context, and/or the regulatory background. These broad based issues need not be reevaluated subsequently, having been previously identified and evaluated at the program stage.

Tiering focuses the environmental review on the project-specific significant effects that were not examined in the prior environmental review or are susceptible to substantial reduction or avoidance by specific revisions in the project, by the imposition of conditions, or by other means.

The use of tiering is limited to projects that are consistent with the local General Plan. Additionally, Section 21093(b) of the Public Resources Code requires the tiering of environmental review whenever feasible, as determined by the Lead Agency.

In the case of the Aspen I SOIA project, this Mitigated Negative Declaration is tiered from the EIR for the City of Sacramento General Plan. The City of Sacramento adopted its current General Plan in 1988. The 1988 General Plan underwent extensive environmental review in the form of an EIR. The City of Sacramento General Plan Update EIR contains a comprehensive evaluation of the effects of implementing the City of Sacramento General Plan. The General Plan EIR is comprehensive in its analysis of the environmental impacts associated with development of the planning area that makes up the proposed area of the Aspen I SOIA project. This includes discussion of a full range of alternatives and growth inducing impacts associated with urban development in the City and the project area.

Therefore, the Aspen I SOIA project is a project that is related to the City of Sacramento General Plan and, pursuant to Section 15152(a) of the CEQA Guidelines, tiering of environmental documents is appropriate. CEQA Guidelines Section 15152(e) specifically provides that,

“[w]hen tiering is used, the later EIRs or Negative Declarations shall refer to the prior EIR and state where a copy of the prior EIR may be examined. The later [environmental document] should state that the Lead Agency is using the tiering concept and that the [environmental document] is being tiered with the earlier EIR.

The City of Sacramento General Plan and the EIR for the General Plan can be reviewed at the following location:

City of Sacramento
Planning Department, New Growth Division
915 I Street, 3rd Floor
Sacramento, CA 95814
Contact: Scot Mende, New Growth Manager
(916) 808-4756

Incorporation of the City of Sacramento General Plan EIR by Reference

The EIR for the City of Sacramento General Plan is a comprehensive document. Because of the various references to the City of Sacramento General Plan EIR in this current analysis of the Aspen I SOIA project, and because of its importance relative to understanding the environmental analysis that has occurred to date with respect to development in the project area, this document is hereby incorporated by reference pursuant to CEQA Guidelines §15150.

Summary of the City of Sacramento General Plan EIR

The City of Sacramento General Plan EIR analyzed the environmental impacts associated with adoption of the City of Sacramento General Plan allowing for development, open space preservation, and provision of services for the land planned for urban growth within its Sphere of Influence to the year 2006. The City of Sacramento General Plan EIR identified citywide impacts arising from urban development pursuant to the General Plan for the following issue areas:

- **Land Use** – changes in land use, new development, conversion of vacant/agricultural land, urban land use conflicts, airport land use compatibility, employment-to-housing ratio, growth inducement;
- **Population** – adverse secondary impacts associated with population growth;
- **Housing** – indirect impacts associated with construction of housing units;
- **Employment** – shift in job type;
- **Water Supply** – increased flows and required facilities, fiscal considerations;
- **Sewerage System** – increased flows and required facilities, deteriorating sewer lines, fiscal considerations;
- **Drainage** – increased peak runoff and localized flood hazards, requirement for new drainage systems in currently undeveloped areas, increased flood flows in Morrison Creek to beyond its channel capacity;
- **Solid Waste** – need for additional landfill facilities;
- **Police Services** – increased demand for police services;
- **Fire Services** – increased demand for fire services;
- **Library Services** – increased demand for services with potential lack of funding for facilities;
- **Medical Services** – increased demand for health services and facilities;
- **Schools** – need for additional school sites and new sources of funding;
- **Parks** – increased demand for parks;
- **Gas and Electricity Services** – increased peak electricity demand;
- **Aesthetics** – intensification of visual character;
- **Geology and Soils** – exposure to groundshaking, potential for liquefaction, potential structural damage due to weak and expansive soils, loss of mineral resources, loss of agricultural soils;
- **Biological Resources** – direct loss of biological resources; indirect impacts to biological resources;
- **Cultural Resources** – potential impact to prehistoric resources, potential for removal or alteration of designated historic structures or sites;
- **Hydrology and Water Quality** – flood hazards, groundwater depletion, water quality impacts;
- **Public Health** – hazardous waste generation, surface water contamination by rice herbicides;

- **Transportation** – increased trip generation, increased traffic on roadways, impacts to public transit, potential for increased conflicts between LRT and vehicular traffic and additional demand for LRT, potential for increased bike-vehicle conflicts and other safety problems for bicyclists;
- **Air Quality** – regional ozone impacts, localized carbon monoxide impacts;
- **Noise** – traffic noise, airport noise exposure, railroad noise exposure;

3. ENVIRONMENTAL SETTING AND EVALUATION OF POTENTIAL IMPACTS

Responses to the following questions and related discussion indicate if the proposed project will have or may potentially have a significant adverse impact on the environment, either individually or cumulatively with other projects. All phases of project planning, implementation, and operation are considered. Mandatory Findings of Significance are located in Section XVII below.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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I. AESTHETICS:

Would the project:

a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Question a: No Impact. The project site is predominantly vacant and surrounded by industrial uses and gravel mining operations. Viewers are limited to motorists on perimeter roadways and low-intensity industrial operations. No important scenic resources are located on the project site, nor are there scenic vistas within the viewshed of the project. Therefore, future industrial urbanization consistent with the City's land use designation would not result in substantial adverse effects on a scenic vista.

Question b: No Impact. No scenic vista or state- or locally-designated scenic highway is visible from the project site; nor is the site visible from any nearby scenic vista or designated scenic highway (Caltrans 2007). Therefore, implementation of the project would not adversely affect scenic resources within a designated scenic highway.

Question c: Less-than-significant Impact. Developed facilities in the vicinity include light industrial uses and gravel mining operations. While no specific rezoning of the project site is currently proposed, the proposed project assumes future urbanization of the project site and annexation to the City. Based on existing City and County land use designations, urbanized industrial uses would be a probable future use. Though future facilities would be visible from perimeter roads, the visual effects of urbanized industrial uses are reasonable and expected effects in the context of the City's Heavy Commercial or Warehouse land use designation. The proposed project would appear similar to existing facilities in the project area, and would be considered common and appropriate to the region by most viewers. Since the proposed project is consistent with the existing and planned urbanized uses of the area, implementation of the project would not degrade the existing visual character of the site or surroundings.

Question d: Less-than-significant Impact. Significant visual impacts may occur where security and commercial lighting, automobile lights, or street lighting affect adjacent residential properties.

However, there are no sensitive receptors for nighttime light and glare located in the vicinity of project site. Distance to the nearest sensitive receptor would reduce any light and glare effects to less-than-significant levels.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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II. AGRICULTURE RESOURCES:

In determining whether impacts to agriculture resources are significant environmental effects, lead agencies may refer to the California Agriculture Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland.

Would the proposal:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agriculture use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agriculture use, or a Williamson Act Contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agriculture use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Question a: No Impact. According to the California Department of Conservation's (DOC) Important Farmlands Map of Sacramento County, the entirety of the project site is designated as Unique Farmland, Other Land, and Urban and Built-Up Land (FMMP 2006). Unique Farmland as defined by DOC is land of lesser quality soils used for the production of specific high economic value crops; Other Land as defined by DOC commonly includes strip mines and borrow pits, or vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres; Urban and Built-Up Land as defined by DOC commonly includes residential, industrial, commercial, or institutional structures with a building density of at least 1 unit to 1.5 acres. Because no important agricultural resources or activities exist on the project site, implementation of the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use.

Question b: No Impact. The project site Sacramento County zoning designation is for industrial uses. There are no Williamson Act contracts on the project parcels. Therefore, the proposed project would not conflict with existing agricultural zoning or Williamson Act.

Question c: No Impact. The project area is located in an urbanized area on the border of the City of Sacramento. No agricultural activities occur on the project site or in adjacent areas. The project site consists of vacant land surrounded by other vacant parcels, industrial activities, mining uses, and residential uses. Because no important agricultural resources or activities exist in or adjacent to the project area, no significant impact would occur, and no mitigation would be necessary.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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III. AIR QUALITY:

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the proposal:

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Substantially contribute Greenhouse Gas Emissions or be adversely affected by Climate Change?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Questions a, b, c, d, e: Less-than-significant Impact. While no specific rezoning of the project site is currently proposed, the proposed project assumes future urbanization of the project site and annexation to the City. Based on existing City and County land use designations, urbanized industrial uses would be a probable future use. Because the project does not propose an intensification of land use beyond that considered in the City General Plan, the project would be considered consistent with the adopted growth forecast and consequently in conformance with the Sacramento Valley Air Basin's Air Quality Attainment Plan (AQAP). Should the City wish to annex the project site in the future and rezone it for additional urban uses, City consideration of any proposed urban development on the project site would require environmental review in accordance with CEQA requirements. Therefore, because the project would be required to comply with applicable rules and is consistent with the buildout assumptions of the most recent Ozone Attainment Plan, no adverse effects to air quality would result, and no mitigation would be necessary.

Question f: Less-than-significant Impact. On September 27, 2006, Assembly Bill 32 (AB32), the California Global Warming Solutions Act of 2006 (the Act), was enacted by the State of California. The legislature stated, "global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California". The Act caps California's greenhouse gas (GHG) emissions at 1990 levels by 2020. The Act defines greenhouse gas emissions as all of the following gases: carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride. This agreement represents the first enforceable statewide program in the U.S. to cap all GHG emissions from major industries that includes penalties for non-compliance. While acknowledging that national and international actions will be necessary to fully address the issue of global warming, AB32 lays out a program to inventory and reduce greenhouse gas emissions in

California and from power generation facilities located outside the state that serve California residents and businesses.

AB32 charges the California Air Resources Board (CARB) with responsibility to monitor and regulate sources of greenhouse gas emissions in order to reduce those emissions. By July 1, 2007, CARB adopted a list of discrete early action measures to be adopted and implemented before January 1, 2010 to reduce greenhouse gas emissions. CARB staff recommended an amount of 427 million metric tons of carbon dioxide equivalent (MMTCO_{2e}) as the total statewide greenhouse gas 1990 emissions level and 2020 emissions limit.¹ The Board approved the 2020 limit on December 6, 2007. This limit is an aggregated statewide limit, rather than sector- or facility-specific. CARB is then to conduct rulemaking, culminating in rule adoption by January 1, 2011, for reducing greenhouse gas emissions to achieve the emissions cap by 2020. The rules must take effect no later than 2012. In designing emission reduction measures, CARB must aim to minimize costs, maximize benefits, improve and modernize California's energy infrastructure, maintain electric system reliability, maximize additional environmental and economic co-benefits for California, and complement the state's efforts to improve air quality. The proposed project would be required to comply with CARB's requirements to reduce GHG emissions. Because the project does not propose an intensification of land use beyond that considered in the City General Plan, and because the project would be required to comply with CARB requirements to reduce GHG emissions, the proposed project would not significantly contribute to GHG emissions, and no mitigation would be required.

¹ CARB Staff Report, California 1990 Greenhouse Gas Emissions Level and 2020 Emissions Limit, Nov. 16, 2007

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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IV. BIOLOGICAL RESOURCES:

Would the project:

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Questions a, d: Less-than-significant Impact. The proposed project includes potential future urbanization of the project site in a developed urban area. The area of the proposed expansion is currently vacant. Because no natural habitats or vegetation exists on the project site, implementation of the project would have no effect on any candidate, sensitive, or special status species protected by local or regional plans, policies, regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service. The project would have no effect on the movement of any native resident or migratory fish or wildlife species or on established native resident or migratory wildlife corridors, and no mitigation would be required.

Questions b, c: No Impact. Sensitive habitats are those that are considered rare within the region, support sensitive plant and/or wildlife species, or function as corridors for wildlife movement. No sensitive habitats are present onsite. No riparian habitat or wetlands are identified onsite. Therefore, no adverse effects would result, and no mitigation would be required.

Questions e, f: No Impact. The project would not conflict with local policies or ordinances protecting biological resources nor conflict with the provisions of an adopted Habitat Conservation Plan or other approved conservation plan since there are no trees or other biological resources

onsite and no conservation plan has been adopted for the area. Therefore, no adverse effects would result, and no mitigation would be required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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V. CULTURAL RESOURCES:

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in CCR §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CCR § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Question a: No Impact. The proposed project site is currently vacant. Historically, the project site was primarily used for gravel mining. There are no existing structures onsite beyond a utility shed; therefore, this project would not alter or destroy a historic site or cause substantial adverse changes in the significance of a historical resource, no adverse effects would result, and no mitigation would be necessary

Questions b, c, d: Less-than-significant Impact. Archaeological resources are suspected to be minimal because the dominant land use has been for gravel mining and the site is not near any surface waterways or other features known to have attracted Native American settlement in Sacramento County. There are no paleontological or unique geological resources known from the site or area. The project site area is considered to have a low archaeological sensitivity level (City of Sacramento 2008). Thus, any archeological artifacts that might have been present may have been destroyed or have been moved offsite during use of the site. Since development of potential future industrial uses could result in additional grading, there is some possibility of disturbing unknown cultural resources or human remains. Though the entirety of the project site has been disturbed by previous mining activities, compliance with conditions relating to undiscovered cultural resources pursuant to §5097.98 of the State Public Resources Code and Section 7050.5 of the State Health and Safety Code would be required. According to these requirements, if any cultural resources are found or disturbed during project construction or operations, all work must be halted within the area and appropriate authorities must be notified so that suitable mitigation may be implemented. If remains are found, the County Coroner is to be notified, and if the remains are determined to be Native American, the Native American Heritage Commission shall be notified and recommended procedures shall be adhered to in the treatment and disposition of the remains. Thus, with implementation of the above requirements, the proposed project would have no substantial adverse change in the significance of an archaeological or paleontological resource, and no significant adverse effects to human remains are expected.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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VI. GEOLOGY AND SOILS:

Would the project:

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|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| 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. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| ii) Strong seismic ground shaking? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iii) Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iv) Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Result in substantial soil erosion or the loss of topsoil? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Question a: Less-than-significant Impact. The project is not located within a mapped fault hazard zone and there is no record or evidence of faulting on the project site. The nearest active faults include the Bear Mountain and New Melones faults to the east, and the Midland Fault to the west (City of Sacramento 1988). No fault traces underlie the project site.

According to the California Geology Survey, Sacramento and the surrounding area have an estimated 10 to 20 percent peak ground acceleration, which makes the seismic ground-shaking hazard for the City and County of Sacramento relatively low (City of Sacramento 2008). Further, the City requires that all new construction comply with the seismic safety requirements of the California Building Code (CBC). Compliance with the CBC would further reduce risks on the project site from seismic ground shaking, and no significant risks from groundshaking would occur.

Liquefaction occurs where unconsolidated sediments become saturated with water, and can intensify with groundshaking. The project site is not located in an area know to be susceptible to liquefaction hazards in the City (City of Sacramento 1988).

A field reconnaissance of the site indicated that the modified topography is generally level with a gradual depression in the center of the site. Given this existing topography and the distance to active faults, landslides at this location are considered unlikely. Therefore, no significant impacts from geophysical hazards as a result of groundshaking would occur with project implementation, and no mitigation would be necessary.

Question b: Less-than-significant Impact. Grading and excavation may occur with future development of the project site, and erosion and stormwater runoff during the construction period could result in siltation and sedimentation of waterways draining the site. Construction activities disturbing one or more acres are required by the State Water Resources Control Board (SWRCB) to obtain a General Construction Activity Stormwater Permit and a National Discharge Elimination System (NPDES) permit. Prior to the initiation of grading, a Storm Water Pollution Prevention Plan (SWPPP) designed to reduce potential impacts to water quality during construction of the project would be required. Further, implementation of Sacramento City Code Chapter 15.88, Grading and Erosions and Sediment Control, in combination with the requirements of the General Construction Activity Stormwater Permit and a NPDES permit from the SWRCB, would avoid soil erosion and siltation effects. No adverse effects would occur with project implementation, and no mitigation would be necessary.

Question c: Less-than-significant Impact. Soils present on the project site include Xerarents-San Joaquin complex (238), San Joaquin silt loam (213), and Urban land-Natomas complex (228). These soils have no building limitations (NRCS 2008). The project area is not noted for unstable geologic formations susceptible to landslide or ground failure (City of Sacramento 1988). Subsidence is the settling or sinking of parts of the earth's surface layer. The project site is not located within a known area of subsidence according to the City of Sacramento General Plan, and no subsidence has been noted on the project site. Because the area of the project site is not considered unstable, nor would construction of urbanized uses result in soil instability, this would be a less-than-significant impact, and no mitigation would be required.

Question d: Less-than-significant Impact. As indicated in the General Plan Map 4 in the Health and Safety Element, the soils present in the area of the proposed project appear to exhibit relatively low expansion characteristics (City of Sacramento 1988). Due to the low expansion characteristics, with implementation of the California Building Code, there would be a less-than-significant impact due to potential for soil expansion, and no mitigation would be required.

Question e: No Impact. The proposed project is located in an area currently provided with urban services. The project site is currently within the SRCSD/CSD-1 Districts for sewer service, and would continue to be within this service area with implementation of the proposed SOLA. Because future uses would be served by a community wastewater system and no septic tanks or alternative wastewater disposal systems would be required, this would be a less-than-significant impact.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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VII. HAZARDS AND HAZARDOUS MATERIALS:

Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Questions a, b: Less-than-significant Impact. The proposed project would include development of urbanized uses within a developed urban area. Standard construction techniques would be used to complete the development. During construction, oil, diesel fuel, paints, solvents, and other hazardous materials would be used at the site. If spilled, these substances could pose a risk to the environment and to human health. Both federal and State laws include special provisions for the safe handling of hazardous substances. Because the routine transport, use, and disposal of hazardous substances is subject to local, state, and federal regulations, and all work would be performed pursuant to these existing regulations, this impact would be considered less than significant, and no mitigation would be necessary.

Question c: No Impact. The nearest existing school, Sequoia School, is located approximately 1-mile north of the project site. Therefore, future uses would not result in hazardous emissions or handle hazardous waste within 0.25 miles of an existing or proposed school.

Question d: No Impact. The project site is not listed in the roll of hazardous waste sites maintained by the State of California and Sacramento County for County addresses pursuant to Government Code §65962.5 (List consulted September 18, 2008 (DTSC 2007)).

Questions e, f: Less-than-significant Impact. Since the project site is not located in an area for which an Airport Land Use Plan has been prepared, and no public or private airfields are within two miles of the project area, future users of the project site would not be exposed to safety hazards due to aircraft overflight (SACOG 2008). Therefore, no significant impact would occur, and no mitigation would be necessary.

Question g: Less-than-significant Impact. Emergency evacuation routes are generally maintained along major streets and thoroughfares. Because the future urbanized uses would not result in the modification or blockage of any evacuation route, or result in an increased concentration of large numbers of persons in an at-risk location, the facilities to be developed under the project would not have a significant impact on any emergency plans. Therefore, no significant impact would occur, and no mitigation would be necessary.

Question h: Less-than-significant Impact. The project area is designated as having a low risk of wildland fire (City of Sacramento 2008). The project would include future urbanization within a developed area with urban fire protection. Because the site is urbanized and no wildland areas are immediately adjacent to the project site, project construction and operation would not increase the risk from wildland fire, no significant impact would occur, and no mitigation would be necessary.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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VIII. HYDROLOGY AND WATER QUALITY:

Would the project:

a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on or off the project site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through alteration of the course of a stream or river, or substantially increase the rate or amount of surface run-off in a manner which would result in flooding on or off the project site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute run-off water that would exceed the capacity of existing or planned stormwater drainage systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance rate map or other hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project site is composed of vacant land that historically was used for gravel mining. No natural surface water features are located on or near the project site.

Questions a, c, d, e, f: Less-than-significant Impact. Grading for the potential future urbanized uses on the project site could interrupt natural drainage features on the site. Additionally, potential future urbanized uses could result in the majority of the site covered in new impervious surface, resulting in increased storm water flows. The City would require that all drainage facilities be sized appropriately to accommodate new development and implementation of “Best Management Practices” (BMP) as required by the State Water Resources Control Board (SWRCB) to mitigate potential adverse effects of development activity on water quality, including effects of discharge of urban runoff. With implementation of the BMPs required by the SWRCB, the project would not result in a violation of water quality standards, waste discharge requirements, in the degradation of

ground or surface waters, or adverse effects due to runoff. Should the City wish to annex the project site in the future and prezone it for additional urban uses, City consideration of any proposed urban development on the project site would require environmental review in accordance with CEQA requirements. Therefore, no adverse impacts would result, and no mitigation would be necessary.

Question VIIIb: Less-than-significant Impact. Domestic water for the project site would be served by the City of Sacramento domestic water system. City water is provided by the American and Sacramento rivers and groundwater pumped from the North and South American Subbasins (City of Sacramento 2005). As required by LAFCo, the City has prepared a Municipal Services Review (MSR). According to the MSR, the City already has and will have the capacity of public facilities and services to support the proposed project area with industrial uses, without adversely impacting existing service delivery and capacity. Because the project does not envision an intensification of land use from that designated under the City of Sacramento General Plan, no new impacts to groundwater would result, and no mitigation would be necessary.

Questions g, h, i: Less-than-significant Impact. The site of the proposed Aspen I SOIA project is located outside of the 100-year flood plain (City of Sacramento 2005). Because the project site is located in an area of minimal flood hazards, this would be a less-than-significant effect, and no mitigation would be necessary. Because the Folsom and Nimbus dams are maintained at high safety specifications, and the State requires frequent inspections for structural integrity, and because the City maintains a notification and evacuation plan should dam failure occur, the risk of loss, injury, or death due to dam failure would be minimized to a level considered less than significant by City standards, and no mitigation would be necessary.

Question j: The project site is not located in proximity to areas subject to seiche, tsunami, or mudflow. This would be a less-than-significant impact, and no mitigation would be necessary.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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IX. LAND USE AND PLANNING:

Would the project:

a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Question IXa: No Impact. The Aspen I SOIA project is located along the eastern boundary of the City of Sacramento, within the unincorporated area of Sacramento County. The project would include amending the City’s SOI to include the project site. Adjacent land uses include vacant land, industrial, and residential uses. No established community would be divided by the proposed project. Thus, implementation of the Aspen I SOIA project would not divide an established community. No significant impacts would result, and no mitigation would be necessary.

Questions IXb, c: Less-than-significant Impact. Because the project site is located outside of City limits and SOI, land use within the project area is regulated by Sacramento County. With consideration of the SOIA, the applicable planning jurisdiction would be the City of Sacramento according to LAFCo policies (Section IV.B.2.a). While no specific rezoning of the project site is currently proposed, the proposed project assumes future urbanization of the project site and annexation to the City. Based on existing City and County land use designations, urbanized industrial uses would be a probable future use. Should the City wish to annex the project site in the future and rezone it for additional urban uses, City consideration of any proposed urban development on the project site would require environmental review in accordance with CEQA requirements.

Sacramento LAFCo has established policies and procedures in implementing the Cortese / Knox / Hertzberg Act (AB 2838). In accordance with Section V.A.4, “[t]he LAFCo will favorably consider annexations with boundary lines located so that all streets and rights-of-way will be placed within the same city.” In the project area, South Watt Avenue is generally the boundary between the City of Sacramento and Sacramento County, with the City located west of South Watt Avenue and the County to the east. The project site is substantially surrounded by City territory to the west, and south; the Aspen I project area is the only property south of Jackson Highway and north of Elder Creek Road that is west of South Watt Avenue that remains in the County, creating a pocket of County territory surrounded by the City. The proposed SOIA would maintain and enhance South Watt Avenue as the logical and reasonable future physical boundary of the City. Consistent with Government Code Section 56425(b), the City and County have agreed upon the proposed boundary change. The proposed SOIA indicates that LAFCo acknowledges that the project area is an area appropriate for future urbanization and annexation to the City of Sacramento. Therefore, the proposed project would not conflict with applicable land use plans or policies, or other adopted community environmental goals. Therefore, the project would be consistent with legally adopted plans, no significant impacts would result, and no mitigation would be necessary.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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X. MINERAL RESOURCES:

Would the project:

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Questions a-b: No Impact. The proposed project includes potential future urbanization of the project site in a developed urban area. Historical uses of the project site include gravel-mining operations that have been discontinued for some time. Since gravel resources have been previously mined from this area, and the area is identified as an area of mined-out PCC-grade aggregate resources (City of Sacramento 2005), the potential future urbanization of the project site would not result in the loss of availability of a known mineral resource or the loss of availability of a locally important mineral resource recovery site. Therefore, no significant impacts would result, and no mitigation would be necessary.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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XI. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 areas to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Questions a, b, c, d: Less-than-significant Impact. The proposed project includes potential future urbanization of the project site in a developed urban area. Developed facilities in the vicinity include light industrial uses and gravel mining operations. Based on existing City and County land use designations, urbanized industrial uses would be a probable future use. Daily activity of certain industrial uses can generate noise, especially those that utilize heavy equipment as part of normal operations. However, noise impacts were previously considered in the City's General Plan and minimized with compatible zoning designations and not locating sensitive receptors in close proximity to stationary noise sources. Because the project does not envision an intensification of land use from that designated under the City of Sacramento General Plan, no new noise impacts would occur beyond those previously considered. Should the City wish to annex the project site in the future and prezone it for additional urban uses, City consideration of any proposed urban development on the project site would require environmental review in accordance with CEQA requirements. No adverse effects due to noise would occur and no mitigation would be necessary.

Questions e, f: No Impact. The project area is not subject to an airport land use plan or within two miles of an airport. The project area is not located in the vicinity of a private airstrip. Thus, no significant effects from excessive noise from airports are expected to occur, and no mitigation would be required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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XII. POPULATION AND HOUSING:

Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Induce substantial growth in an area either directly (e.g., by proposing new homes and businesses) or indirectly (for example through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Question a: No Impact. The proposed project includes potential future urbanization of the project site in a developed urban area consistent with the City's General Plan. The proposed project site is designated for urban development and would not result in a new or different type of use for the area. No direct or indirect population growth beyond that anticipated by the City of Sacramento General Plan is expected to result from project completion. Should the City wish to annex the project site in the future and prezone it for additional urban uses, City consideration of any proposed urban development on the project site would require environmental review in accordance with CEQA requirements. Therefore, no adverse effects would result, and no mitigation would be required.

Questions b, c: No Impact. The project would include the potential future urbanization of the project site in a developed urban area. No existing housing units, including those necessary to meet the fair share housing obligations of the City or County, are located within the project area and the project would not encroach on any existing or planned residential uses (including fair share housing obligations), nor create current or future residential opportunities under the existing industrial land use designation. No direct loss or displacement of existing or proposed housing units would occur with project implementation. Therefore, no significant impacts to housing would occur as a result of the project, and no mitigation would be necessary.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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XIII. 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Police protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Schools? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Parks? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Other public facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Questions a, b, c, d, e: Less-than-significant Impact. The proposed SOIA indicates that LAFCo acknowledges that the project area is an area appropriate for future urbanization and annexation to

the City of Sacramento. As required by LAFCo, the City has prepared a Municipal Services Review (MSR). According to the MSR, the City already has and will have the capacity of public facilities and services to support the proposed project area with industrial uses, without adversely impacting existing service delivery and capacity. While implementation of the proposed project with industrial uses would result in the need for increased levels of government services and utilities, the proposed project is within the scope of development anticipated by the City and other service providers for the site. Because the project does not envision an intensification of land use from that designated under the City of Sacramento General Plan, no major new utility or service systems are necessary to serve existing and proposed uses on the site other than those already planned. Should the City wish to annex the project site in the future and prezone it for additional urban uses, City consideration of any proposed urban development on the project site would require environmental review in accordance with CEQA requirements. Therefore, no adverse effects to public services would occur, and no mitigation would be required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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XIV. RECREATION:

Would the project:

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Would the project increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Questions a, b: No Impact. The proposed project would include potential future urbanization of the project site. Based on existing industrial land use designations, the project would not result in any impacts to existing neighborhood or regional parks, nor would it include any recreational facilities. As required by LAFCo, the City has prepared a Municipal Services Review (MSR). According to the MSR, the City already has and will have the capacity of public facilities and services (including recreations services, to support the proposed project area with industrial uses, without adversely impacting existing service delivery and capacity. Should the City wish to annex the project site in the future and prezone it for additional urban uses, City consideration of any proposed urban development on the project site would require environmental review in accordance with CEQA requirements. Therefore, no significant adverse impacts to recreation are identified, and no mitigation would be necessary.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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XV. TRANSPORTATION/TRAFFIC:

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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated road or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Questions a, b, d, e, f, g: Less-than-significant Impact. Because precise uses of the project site are unknown at this time, a detailed traffic investigation is not appropriate for this analysis. Should industrial uses consistent with the existing industrial land use designation on the project site be developed, parking and emergency access requirements would be developed in accordance with City of Sacramento standards. Traffic levels on the area roadways as a result of the industrial uses on the project would have been previously considered (based on the City's land use designation) in the EIR for the City's General Plan in addition to the Sacramento Area Council of Governments (SACOG) Metropolitan Transportation Plan (MTP). Should the City wish to annex the project site in the future and prezone it for additional urban uses, City consideration of any proposed urban development on the project site would require environmental review in accordance with CEQA requirements. Therefore, no significant adverse impacts due to traffic are identified, and no mitigation would be necessary.

Question c: No Impact. Because the project area is not within two miles of an airport and would not cause any change in air traffic patterns, the proposed project would have no impact on air traffic patterns and would not contribute any substantial safety risks to air travel. Therefore, no significant adverse effects are identified, and no mitigation would be required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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XVI. UTILITIES AND SERVICE SYSTEMS:

Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing water entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Questions a, b, c, d, e, f, g: Less-than-significant Impact. The potential future industrial uses under the proposed project would not be expected to increase the demand for facilities beyond the levels provided and planned for by public utilities. The proposed SOLA indicates that LAFCo acknowledges that the project area is an area appropriate for future urbanization and annexation to the City of Sacramento. As required by LAFCo, the City has prepared a Municipal Services Review (MSR). According to the MSR, the City already has and will have the capacity of public facilities and utility services to support the proposed project area with industrial uses, without adversely impacting existing service delivery and capacity. While implementation of the proposed project with industrial uses would result in the need for increased levels of government services and utilities, the proposed project is within the scope of development anticipated by the City and other service providers for the site. Because the project does not envision an intensification of land use from that designated under the City of Sacramento General Plan, no major new utility or service systems are necessary to serve existing and proposed uses on the site other than those already planned. Should the City wish to annex the project site in the future and prezone it for additional urban uses, City consideration of any proposed urban development on the project site would require environmental review in accordance with CEQA requirements. Therefore, no adverse effects to utilities and service systems would occur, and no mitigation would be required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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XVII. MANDATORY FINDINGS OF SIGNIFICANCE:

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <p>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?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <p>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.)</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <p>c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Question a: Less-than-significant Impact. The proposed project includes potential future urbanization of the project site in a developed urban area. The proposed project would not result in any degradation of the quality of the environment, nor substantially reduce the habitat of a fish or wildlife species, nor cause a fish or wildlife population to drop below self-sustaining levels, nor threaten to eliminate a plant or animal community, nor reduce the number or restrict the range of a rare or endangered plant or animal nor eliminate important examples of the major periods of California history or prehistory. Therefore, no adverse impacts would result and no mitigation would be necessary.

Question b: Less-than-significant Impact. The project would be consistent with the goals of Sacramento LAFCo. While the project would indirectly contribute to cumulative impacts associated with increased urban development in the City and region, these impacts have previously been evaluated by the City and considered in development of the City’s General Plan.

Question c: Less-than-significant Impact. Because of existing regulation and monitoring of many potential environmental impacts as previously assessed in the City’s General Plan EIR, the project would not have the potential to cause substantial adverse effects on human beings.

4. PREPARERS OF THE INITIAL STUDY / NOTICE OF PREPARATION

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Mary Wilson – Document Production

5. REFERENCES

The following documents were referred to as information sources during preparation of this document. They are available for public review at the web addresses shown after the listing. All documents without an Internet address are available at the City of Sacramento Planning Department, New Growth Division, 915 I Street, 3rd Floor, Sacramento, California 95814.

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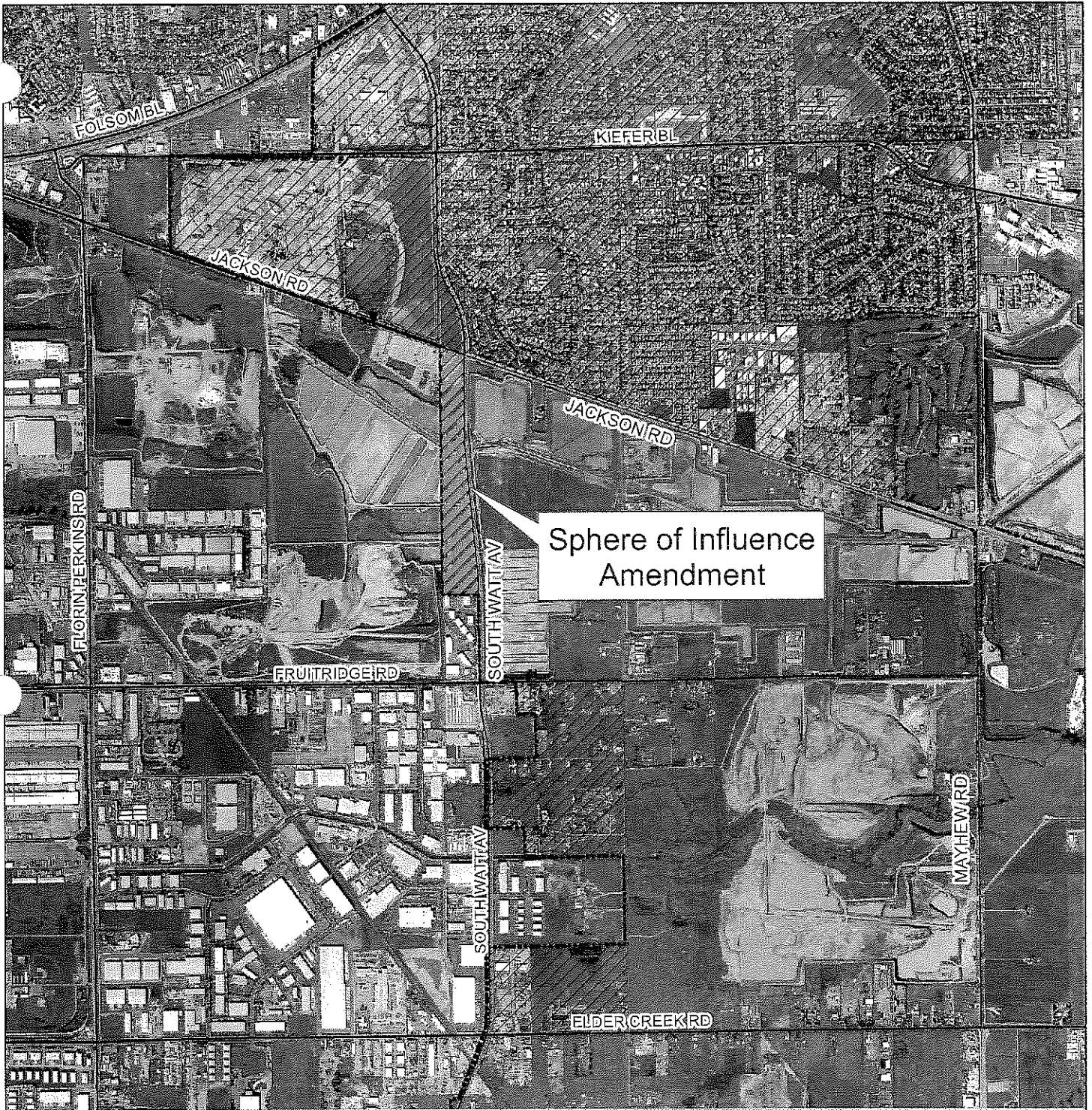
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Legend

-  Sphere of Influence
-  City Boundary



October 8, 2008

Aspen 1 Aerial Exhibit

