



ADDENDUM TO A CERTIFIED ENVIRONMENTAL IMPACT REPORT

The City of Sacramento, California, a municipal corporation, does hereby prepare, make declare, and publish the Addendum to a certified Environmental Impact Report (EIR) for the following described project:

Project Name and Number: **Costco Natomas (P22-019)**

Certified EIR: **Natomas Crossing EIR (Resolution No. 2009-531)**

The Project is to develop a warehouse retail center (Costco) with on-site parking and circulation, on a portion of the 19.31-acre Project site within Quadrant C of the Natomas Crossing PUD. The Project also includes a lot line adjustment to create a 17.84-acre parcel and a 1.47-acre parcel from the existing 19.31-acre single parcel. The Costco would be developed on the 17.84-acre parcel.

The City of Sacramento, Community Development Department, has reviewed the proposed changes to the prior approved project and on the basis of the whole record before it, has determined that there is substantial evidence to support the determination that the original certified Natomas Crossing (P04-264) Environmental Impact Report (EIR) (Resolution No. 2009-531) remains relevant in considering the environmental impacts of the proposed project changes and that there is no substantial evidence to support a fair argument that the changes to the project, as identified in the attached Addendum, may have a significant effect on the environment beyond that which was evaluated in the referenced certified EIR. A subsequent EIR is not required pursuant to the California Environmental Quality Act of 1970 (Public Resources Code Sections 21000, et seq. California).

This Addendum to the certified EIR has been prepared pursuant to Title 14, Sections 15162-15164 of the California Code of Regulations, and the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento.

A copy of this document and all supportive documentation may be reviewed or obtained at the City of Sacramento, Community Development Department, Planning Division, 300 Richards Boulevard, Third Floor, Sacramento, California 95811.

Environmental Services Manager,
City of Sacramento, California, a municipal corporation

By: Scott Johnson

Date: October 3, 2022

Natomas Costco Project (P22-019)

Addendum to Environmental Impact Report for the Natomas Crossing Project (P04-264)(SCH#2007112088)

1.0 PROJECT INFORMATION

1.1 Project Name and File Number

Natomas Costco Project
File Nos. P22-019

1.2 Project Location

The Project site is located in Sacramento, California, approximately 80 miles northeast of San Francisco and 85 miles west of Lake Tahoe. Sacramento is a major transportation hub, the point of intersection of transportation routes that connect Sacramento to the San Francisco Bay Area to the west, the Sierra Nevada mountains and Nevada to the east, Los Angeles to the south, and Oregon and the Pacific Northwest to the north. The City is bisected by major freeways including Interstate 5 (I-5) that traverses the state from north to south; Interstate 80 (I-80), which provides an east-west connection between San Francisco and Reno; and U.S. Highway 50 which provides an east-west connection between Sacramento and South Lake Tahoe. Two railroads, the Union Pacific (UP) Railroad and the BNSF Railway transect Sacramento. *Figure 1.6-1, Regional Map* shows the location of the Project site in the Sacramento region.

The Project site comprises approximately 19.31 acres of undeveloped land in the North Natomas area of Sacramento, north of downtown. The Project site is bounded by I-5 and a 100-foot-wide City of Sacramento (City) easement to the west; Arena Boulevard to the north, Private Drive A – which runs parallel to East Commerce Way -- to the east, and land that is proposed for and currently under development as multi-family housing to the south. *Figure 1.6-2, Site Vicinity Map* shows the location of the Project site within the North Natomas area of Sacramento and the Project vicinity and site.

1.3 Existing Plan Designations and Zoning

The Project site consists of three parcels: APN 225-2300-031, 225-2300-032, and 225-2300-030. All three parcels are zoned SC-PUD (Shopping Center – Planned Unit Development) (see *Figure 1.6-3, Existing Zoning Map*). Shopping Center zones are intended to provide a wide range of goods and services to the community and allow office uses.

All parcels are also under the Sacramento 2035 General Plan (2035 General Plan) Regional Commercial land use designation, which allows for the development of a variety of uses including major retail stores (see *Figure 1.6-4, Land Use Designation Map*). The Regional Commercial general plan land use designation is intended for the City's numerous regional commercial centers along major corridors.

1.4 Project Summary

The Project would develop a Costco center (Costco) with a tire center and on-site parking and circulation on the Project site. See Section 1.5 below for required Project approvals and Section 3.0 of this document for a detailed Project description.

1.5 Project Approvals

- Site Plan and Design Review
- Conditional Use Permit
- Lot Line Adjustment

1.6 Purpose of this Document

The City certified the Natomas Crossing EIR (State Clearing House [SCH]# 2007112088) on August 11, 2009, which provides CEQA analysis of the existing entitlements on the Project site. The Project does not include substantial changes to assumed development of Quadrant C under the Natomas Crossing project and no other circumstances have changed that would meet the criteria set forth in State CEQA Guidelines Section 15162 requiring the preparation of a subsequent EIR. The City has determined that a subsequent EIR is not required for the Project. This document has been prepared as an addendum to the Natomas Crossing EIR to describe the Project and to explain why the Project does not require preparation of a subsequent EIR. To provide substantial evidence that supports this conclusion, the potential impacts associated with the Project relative to those previously described in the Natomas Crossing EIR are discussed herein.

When an EIR has been certified for a project pursuant to the California Environmental Quality Act (CEQA), Public Resources Code section 21166 and CEQA Guidelines section 15162 provide that no subsequent EIR shall be prepared for the project unless one or more of the following circumstances occur:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;

- c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project but the project proponents decline to adopt the mitigation measure or alternative; or
- d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Section 15162 provides that the lead agency's role in project approval is completed upon certification of the EIR and approval of the project, unless further discretionary action is required. The approvals requested as part of the Project are considered discretionary actions, and CEQA review, is therefore required.

Section 15164 of the CEQA Guidelines provides that the lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary, but none of the conditions described in CEQA Guidelines Section 15162 (see above) requiring a subsequent EIR or CEQA Guidelines Section 15163 (concerning a supplemental EIR) have occurred.

Section 2.0 of this document provides a background of prior environmental documentation prepared for the Project area. Section 3.0 provides a detailed Project description. Section 4.0 provides a detailed analysis for each environmental topic area. Section 5.0 makes conclusions related to Section 15162, based on the analysis contained herein. A brief summary of why the project does not meet the conditions of Section 15162 requiring a subsequent EIR is included below:

“Substantial Changes in the Project” Standard

The Project proposes a use allowed by the existing land use designation, Regional Commercial. No change in the land use designation from what was analyzed by the Natomas Crossing EIR is proposed by the Project. Specifically, the Regional Commercial land use designation allows for a variety of uses including major retail stores and has an allowable FAR of 0.15 to 3.00. The Project would develop a Costco, a major retail store, and have an FAR of 0.19.

The Project would comply with the zoning requirements for the Project site, SC-PUD. No zoning change from what was analyzed by the Natomas Crossing EIR is proposed by the Project. Per the zoning code, a CUP is required to develop more than 60,000 sf of retail use. A CUP is anticipated as a required Project approval. The Project is also designed to be in compliance with the development standards of the SC-PUD zoning. Thus, the Project would not result in any substantial changes from what was previously analyzed by the Natomas Crossing EIR.

“Substantial Changes in the Circumstances” Standard

Pursuant to Section 15162(a)(2) of the CEQA Guidelines, this section presents a discussion of whether changes to the Project site or the vicinity (environmental setting) have occurred subsequent to the certification of the Natomas Crossing EIR that would result in new significant impacts or a substantial increase in the severity of a previously identified significant impact that were not evaluated and mitigated by the Natomas Crossing EIR.

Physical changes that have occurred in the vicinity of the Project site since the certification of the Natomas Crossing EIR include:

- Completion of the Natomas Field subdivision to the east of the Project site
- Partial development of Quadrant B with a corporate campus to the north of the Project site

Development of the Natomas Field subdivision was accounted for in the Natomas Crossing EIR. Thus, completion of the subdivision construction does not comprise a substantial change in circumstance for the Project.

At the time of writing of this document, the Centene corporate campus, approved as Natomas Quad Office Project (P18-014), is partially developed north of the Project site beyond Arena Boulevard in Quadrant B of the Natomas Crossing PUD. The Addendum to the Natomas Crossing EIR prepared for the Natomas Quad Office Project (SCH No. 2007112008) was approved June 12, 2018. Per the addendum, at build out, the Natomas Quad Office Project would comprise up to approximately 1.25 million square feet of office and related uses and an approximately 17,160-square-foot child care center with surface parking lots for the office and childcare facilities and a potential structured parking garage. The project would be constructed in two phases. The addendum found that the Natomas Quad Office Project would change the mix of land uses considered by the Natomas Crossing EIR to be developed in Quadrant B, however, no new land uses are proposed. As such, the addendum found that the Natomas Quad Office Project would not constitute a substantial change in the project as compared to the Natomas Crossing EIR. Thus, the development of this project north of the Project site is consistent with what was analysed by the Natomas Crossing EIR would not comprise a substantial change in circumstance for the Project.

Physical changes within Quadrant C have also occurred since the certification of the Natomas Crossing EIR. These changes include:

- Start of construction of multi-family housing to the south of the Project site
- Start of construction of commercial uses to the north and east of the Project site

At the time of writing of this document, construction has begun but is not yet complete for the Natomas II Apartments Project (P19-075). The Addendum to the Natomas Crossing EIR prepared for the Natomas II Apartments Project (SCH No. 2007112008) was approved May 19, 2020. Per the addendum, at build out, the Natomas II Apartments Project would comprise 472 market rate rental apartment units in seven building and associated amenities, parking, and landscaping. The addendum found that the Natomas II Apartments Project would comply with the General plan land use designation for the site and, with approval of the required CUP, would comply with the zoning for the site. As such, the addendum found that the Natomas II Apartments Project would not constitute a substantial change in the project as compared to the Natomas Crossing EIR. Thus, the development of this project south of the Project site is consistent with what was analyzed by the Natomas Crossing EIR and would not constitute a substantial change in circumstance for the Project.

Commercial development that will comprise a Chipotle, Wendy's, Starbucks, and gas station with a restaurant use has begun construction, adjacent to the north and east of the Project site. These uses neither conflict with the General Plan land use designation nor with the zoning for the sites analyzed in

the Natomas Crossing EIR. The Regional Commercial land use designation allows for a variety of uses including manor restaurants and services. The SC-PUD zoning permits restaurants and conditionally permits drive-through restaurants and gas stations. Thus, the development of these uses north and east of the Project site is consistent with what was analysed by the Natomas Crossing EIR would not constitute a substantial change in circumstance for the Project.

The Project site itself is substantially similar to that analyzed in the Natomas Crossing EIR. As described in the Natomas Crossing EIR, the Project site remains vacant and is covered with seasonal grasses that are regularly disced as part of ongoing site maintenance and weed control. Therefore, there is no substantial change in circumstances for the Project site.

As stated above, there have been no substantial changes in the circumstances of the Project, either in the vicinity or on-site, as compared to those considered in the Natomas Crossing EIR.

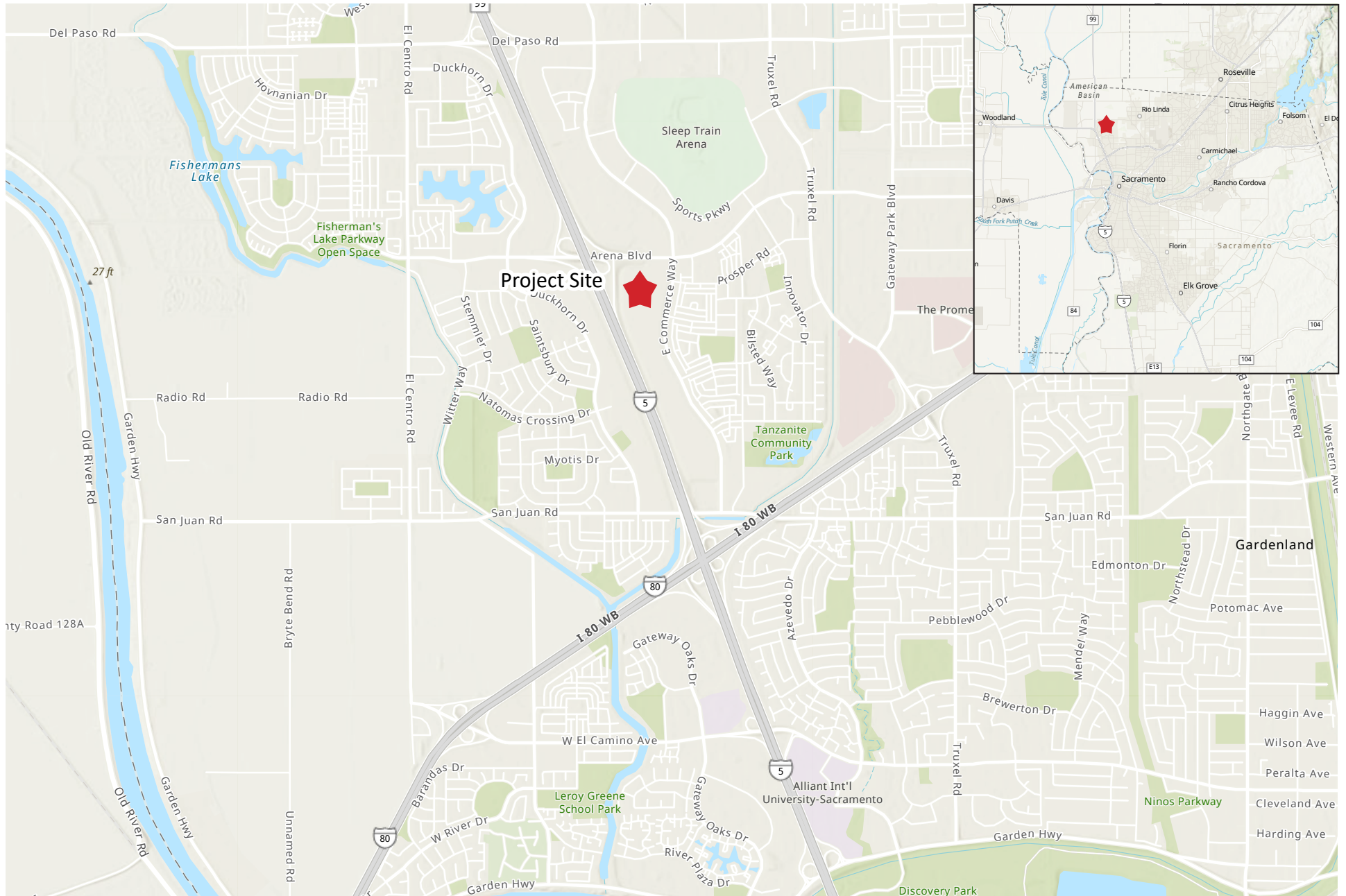
“New Information of Substantial Importance” Standard

Pursuant to Section 15162(a)(3) of the CEQA Guidelines, this section includes a discussion of whether the Project would result in new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified. New information of substantial importance includes:

1. One or more significant effects not discussed in the previous EIR;
2. Significant effects previously examined that are substantially more severe than shown in the previous EIR;
3. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
4. Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Based on the current understanding of the Project, the City of Sacramento deemed additional in-depth analysis not to be necessary for any environmental factor. The Project’s anticipated impacts on environmental resource areas are discussed in detail in Section 4.0. Mitigation Measures from the Natomas Crossing EIR are required where applicable. As no new or more severe impacts were identified, new and/or additional mitigation is not necessary.

The requirements of site plan and design review, prior to construction and operation, are Citywide requirements and do not reflect inconsistency with the City’s regulations that have been approved for the Natomas Crossing Area as analyzed in the Natomas Crossing EIR. The analysis in the Natomas Crossing EIR, to the extent the analysis relied on review and approval of future projects that would follow the standards and requirements as set forth in planning documents, is unchanged and valid. Therefore, there is no new information of substantial importance related to the Project as compared to what was analyzed by the Natomas Crossing EIR.



Source: USGS, 2022

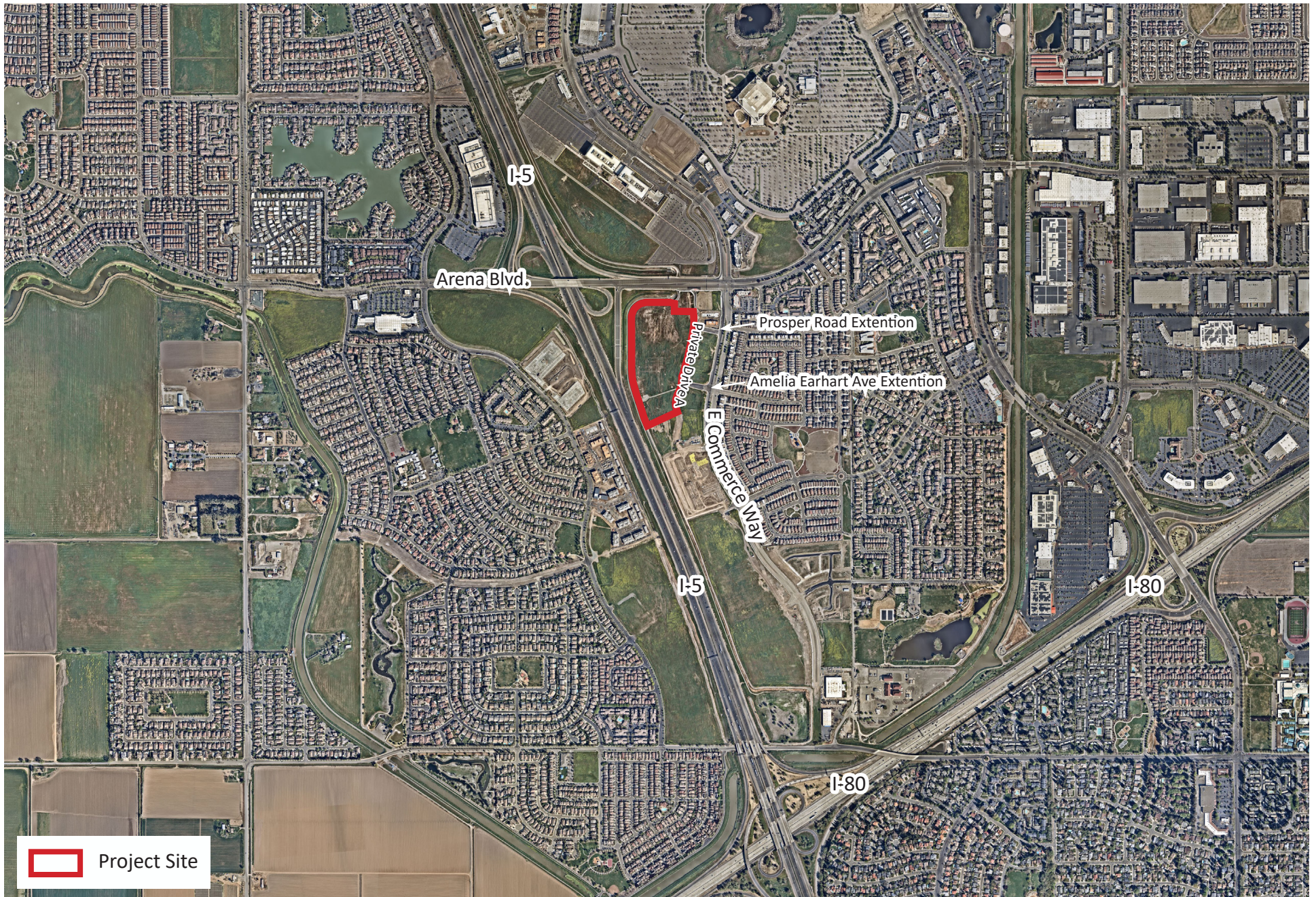
Figure 1.3-1: Regional Map

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Not to scale

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Source: Nearmap, 2022

Figure 1.3-2: Site Vicinity Map

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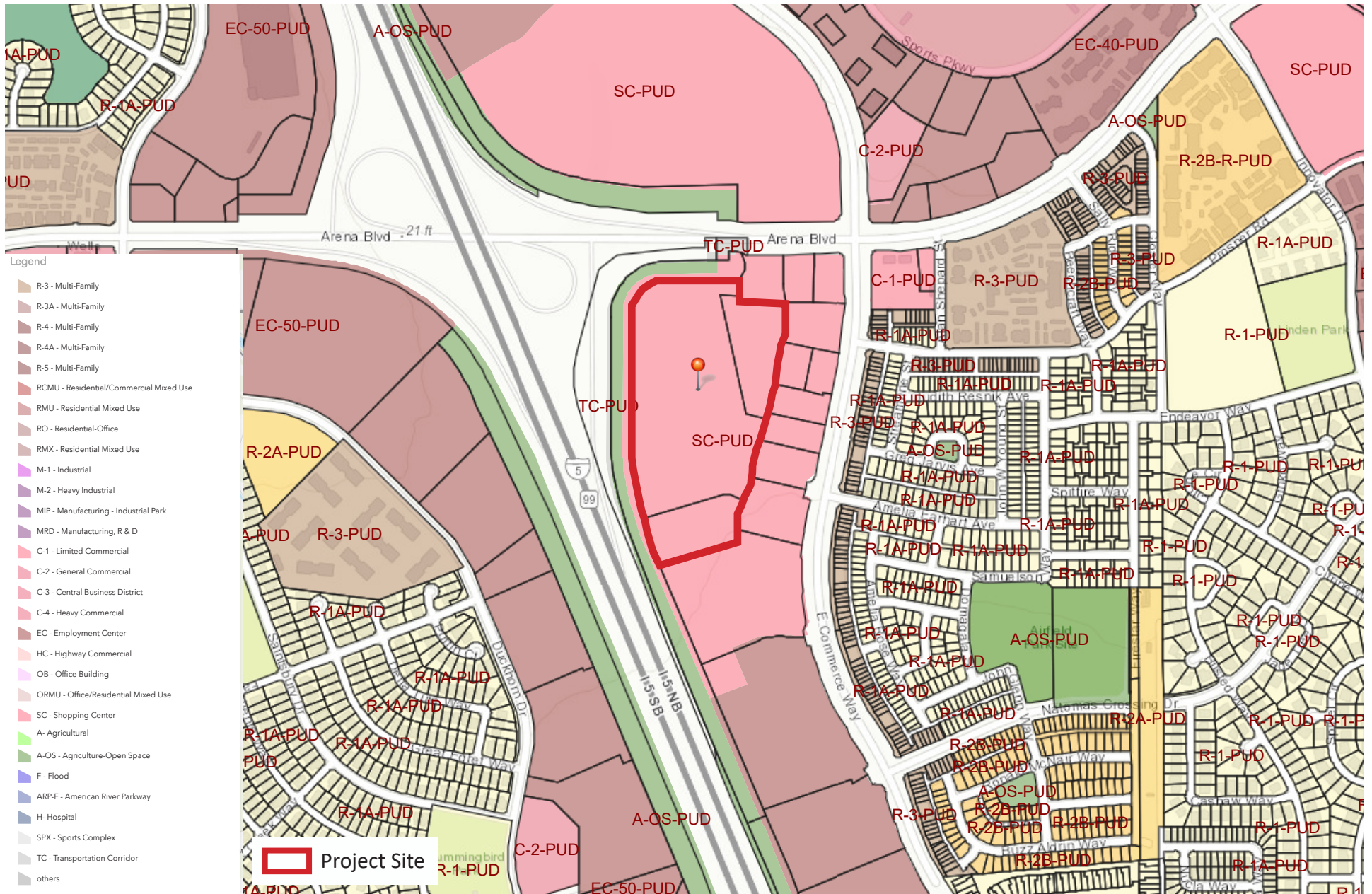
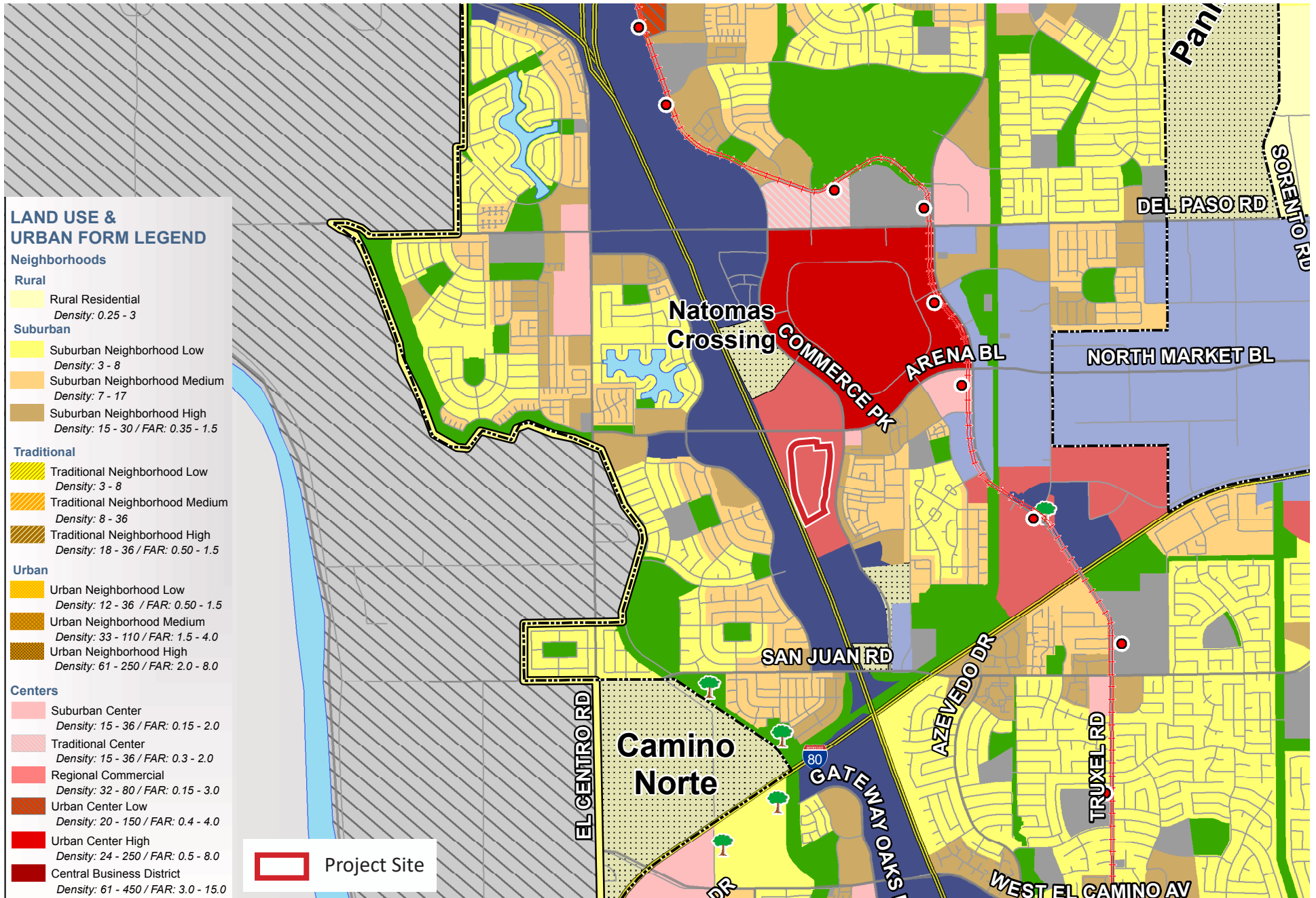


Figure 1.3-3: Existing Zoning Map

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Not to scale



Source: City of Sacramento General Plan 2035, 2022

Figure 1.3-4: Land Use Designation Map



2.0 PROJECT BACKGROUND

The Project site is located in the City of Sacramento, in the North Natomas Community Plan (NNCP) area. As previously mentioned, the 2035 General Plan designation for the Project site is Regional Commercial, and the three parcels are zoned SC-PUD.

The Project site has been the subject of multiple reviews pursuant to the California Environmental Quality Act (CEQA) for potential development ranging from 720,000 square feet to upwards of 2.8 million square feet of development. Potential development for the Project site has been planned or evaluated in the following documents, for which key information is included in the background discussion below:

- North Natomas Community Plan (May 3, 1994);
- Alleghany Properties, Inc. Development Area 3 Negative Declaration (June 24, 1997);
- Natomas Crossing Area 3 Initial Study/Mitigated Negative Declaration (June 25, 2002);
- Sacramento 2030 General Plan and Sacramento 2030 General Plan Master EIR (March 3, 2009);
- Natomas Crossing Environmental Impact Report (August 11, 2009);
- Sacramento 2035 General Plan and Sacramento 2035 General Plan Master EIR (March 3, 2015).

2.1 North Natomas Community Plan (NNCP)

The North Natomas Community Plan (NNCP, Resolution No. 94-259 for M92-078) covers an area bounded by Elkhorn Boulevard to the north, I-80 to the southwest, the Natomas East main Drainage Canal to the east and the West Drainage Canal, and Fisherman's Lake and Highway 99 to the west. The NNCP includes 14 neighborhoods, with a total estimated population of 66,495 residents at buildout. The Project site is designated Mixed Use in the NNCP, and is within a designated Regional Commercial Center.

The NNCP, along with other community plans, were incorporated into the City's General Plan as part of the Sacramento 2030 General Plan and reviewed by the Sacramento 2030 General Plan Master EIR. The subsequent 2035 General Plan incorporates the NNCP as amended by the Natomas Crossing Environmental Impact Report and the amended NNCP is analyzed in the Sacramento 2035 General Plan Master EIR. Policies from the NNCP that were outdated or overly general were deleted from the Sacramento 2035 General Plan. The remaining policies were edited slightly for consistency, though the content of the policies was not altered. Therefore, the Sacramento 2035 General Plan Master EIR is the CEQA document that analyzed the NNCP in its current, applicable form; see the discussion of the Sacramento 2035 General Plan and Master EIR below.

2.2 Alleghany Properties, Inc. Development Area #3 Project (P96-084)

The Project site is part of the larger Natomas Crossing Planned Unit Development (PUD), for which entitlements were approved by the City of Sacramento in 1997 (see, *Figure 2.2-1, Natomas Planned Unit Development Map*). The entire 555-acre Natomas Crossing PUD is within the 1994 NNCP area. On May 8, 1997 the Planning Commission initially approved a Tentative Master Parcel Map for the Natomas Crossing PUD development (City Project No. P96-084). Soon after, on June 24, 1997, the City Council approved a development agreement, rezone, schematic plan and development guidelines for the area (P96-084). The

Natomas Crossing PUD is subdivided into three separately-defined development areas described as Area 1 through Area 3, as shown in *Figure 2.2-1*. The Project site is within Area 3 of the PUD, which is further divided into four quadrants described as Quadrant A through Quadrant D. The Project site is within a portion of Quadrant C.

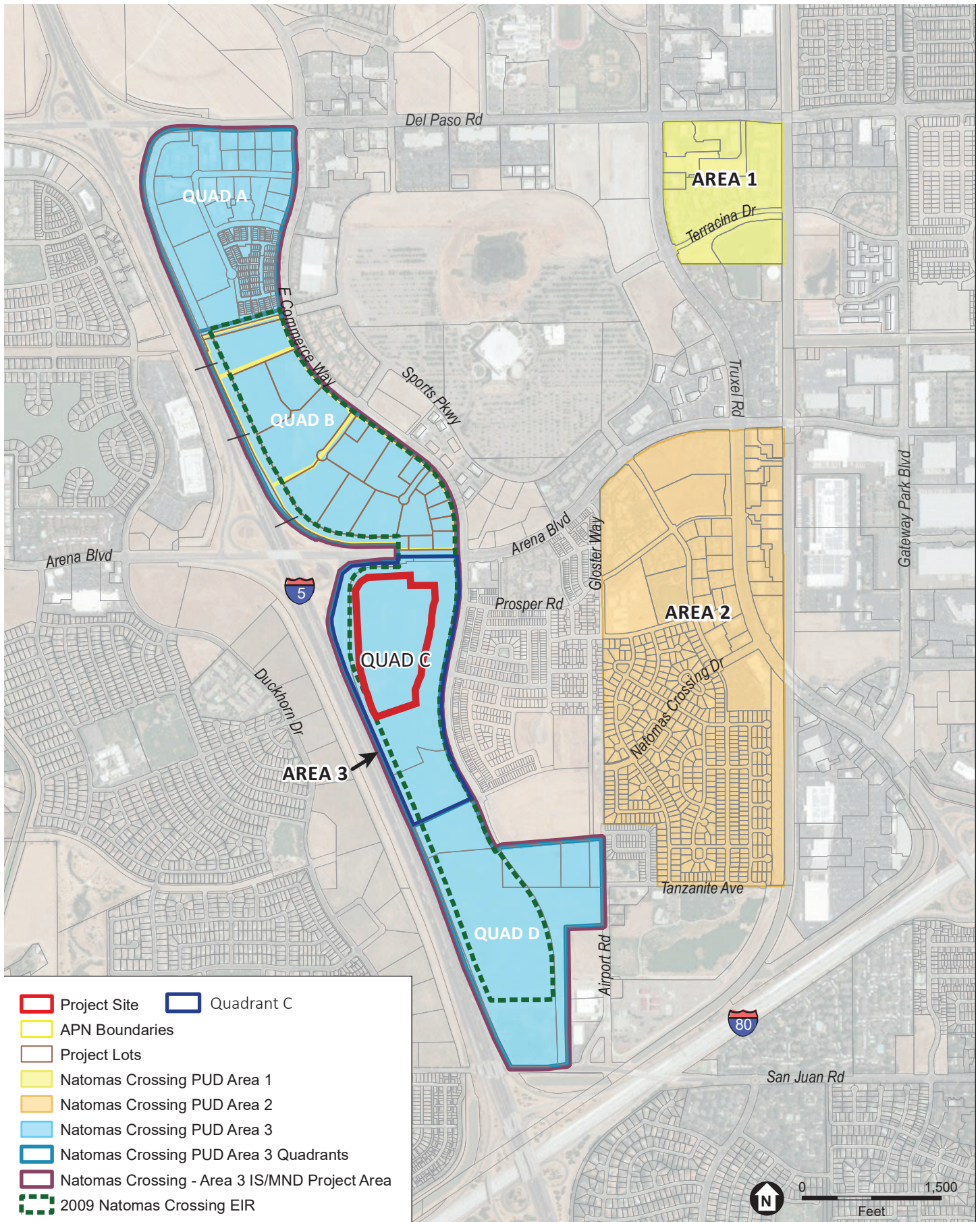



Figure 2.2-1: Natomas Planned Unit Development

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2.3 Natomas Crossing – Area 3 IS/MND

In April 2002, the City of Sacramento completed the Natomas Crossing – Area 3 Initial Study/Mitigated Negative Declaration (IS/MND) that evaluated revised land use designations and rezoning for Area 3 of the Natomas Crossing PUD, including Quadrants A, B, C and D.

The entitlements sought for the Area 3 component of the PUD included Community Plan Amendments, rezone, lot line adjustments, a tentative subdivision map, two special permits, PUD Guidelines, and Schematic Plan Amendments to accommodate Employment Commercial (EC) uses at a greater intensity, and to re-locate a proposed hotel site within the plan area. One of the special permits allowed the development of the Catholic Healthcare West building and the other special permit allowed the project to exceed the maximum amount of parking allowed for the development of the Catholic Healthcare West development; the Catholic Healthcare West development project covered by the two special permits was never constructed.

The land uses planned for the Area 3 component of the PUD included offices, hotels, restaurants, retail uses, open space, a detention basin, and residential units. The buildout total of approximately 1,526,390 to 3,968,715 sf of development was approved in June 2002, with approximately 1,016,900 to 2,977,919 sf proposed as office; 67,090 to 280,956 sf of retail; 290,400 to 457,600 sf of hotels; and the balance of square footage related to potential daycare and residential uses.

2.4 2030 General Plan and 2030 General Plan Master EIR

In March 2009, the City adopted the Sacramento 2030 General Plan (2030 General Plan) and certified the Master EIR for the 2030 General Plan (State Clearinghouse #2007072024), which updated the general plan land use designation for Quadrants B, C and D. The 2030 General Plan was a comprehensive update to the 1988 General Plan. The land use designation for Quadrant C was updated to Planned Development, which is generally applied to areas with pending projects that are in the development review process. The Planned Development designation does not have urban design guidelines or development standards. Because the update of the General Plan was a City-initiated effort, the property was subject to a pre-existing development agreement vesting the 1988 General Plan, and other land use ordinances and policies in effect at the time, the Planned Development designation was applied to the Quadrant C site.

2.5 Natomas Crossing Project EIR

On August 11, 2009, the City certified the Natomas Crossing Project EIR (Natomas Crossing EIR)(City project number P04-264; City Council Resolution No. 2009-531), which evaluated a proposed amendment to the PUD Schematic Plan and rezoning of 47.2 net acres of Parcels 225-0150-052, 225-0150-054, 225-0140-065, and 225-0140-067 (Lots 46 through 62), in Quadrant C, from a combination of Employment Center (EC-40 and EC-50) and Limited Commercial (C-1) to Shopping Center Planned Unit Development (SC-PUD) and Employment Center (EC-50) to allow for the anticipated development of 404,580 sf of regional retail uses and 200,00 sf of office uses. The general plan land use designation within Quadrant C was changed from Planned Development to Regional Commercial. The northern portion of Quadrant C changed from the EC-50-PUD and C-1-PUD zoning designation to SC-PUD. The southern portion of Quadrant C changed from EC-40-PUD to EC-50-PUD zoning designation. As described in the Natomas Crossing EIR, future development of Quadrant C was anticipated to include:

- 198,800 to 500,639 sf of office
- 25,295 to 117,600 sf of retail
- 87,359 to 153,400 sf of hotel
- 7,000 to 16,800 sf of daycare

Project-specific development of Quadrant C was not proposed in 2009. The Natomas Crossing EIR evaluated development of Quadrant C at a programmatic level, commensurate with the level of certainty regarding future development of the site.

Potentially significant environmental impacts found by the Natomas Crossing EIR which would be reduced to a less-than-significant level with implementation of the mitigation measures include:

- **Transportation and Circulation** – Implementation of the Natomas Crossing project would result in increased traffic congestion that would have significant adverse impacts on intersections. The project would add pedestrian and bicycle demands within the vicinity of the project site, creating a significant impact related to pedestrian and bicycle circulation. In addition, the project’s impacts related to parking would be significant. Furthermore, project-related construction activities could have a significant impact on circulation in the vicinity of the project site.
- **Noise**- Activities associated with the construction and operation of the project would result in elevated noise levels. In addition, project -related rooftop HVAC equipment noise and loading dock and truck circulation noise could adversely affect sensitive receptors in the vicinity. Furthermore, traffic noise levels at the proposed on-site residential uses could exceed the City’s threshold for acceptable noise.
- **Air Quality** – Short-term construction activities associated with the project would increase temporary emissions of NO_x and PM₁₀ that could exceed Sacramento Metropolitan Air Quality Management Districts’ significance thresholds. In addition, the project could have adverse impacts related to the exposure of sensitive receptors to toxic air contaminants. Furthermore, the project’s cumulative contribution to global climate change could be significant.

Even after implementation of mitigation measures, the following impacts were found to be significant and unavoidable:

- **Transportation and Circulation** – The project’s incremental contribution to the projected cumulative traffic volumes on the freeway mainline and freeway ramp junctions would be considered cumulatively considerable. Although the EIR requires fair share payment toward regional improvements, the impact would remain significant and unavoidable.
- **Air Quality** – The project’s operational ROG and NOX emissions would likely exceed Sacramento Metropolitan Air Quality Management District’s corresponding significance thresholds. In addition, the project would cumulatively contribute to adverse air quality conditions within the Sacramento Valley Air Basin.

2.6 2035 General Plan and 2035 General Plan Master EIR

In 2015, the City adopted the 2035 General Plan and certified the Sacramento 2035 General Plan Master EIR, which designated the Project site Regional Commercial. The 2035 General Plan is the current General Plan applicable to the Project site.

2.7 Flood Zone Designation

In December 2008, the Flood Insurance Rate Maps (FIRM) for the Natomas Basin were reclassified by the Federal Emergency Management Agency (FEMA). The Natomas Basin, which includes the Project site, was reclassified as within the 100-year flood hazard zone (AE Zone) after the U.S. Army Corps of Engineers (USACE) decertified the levee system protecting the Natomas Basin. The remap required that all new construction or substantial improvements to structures had to meet a 33-foot base flood elevation requirement. Prior to the USACE decertification, the Sacramento Area Flood Control Agency (SAFCA) implemented the Natomas Levee Improvement Program (NLIP) to upgrade the levee system protecting the Natomas Basin. Construction of the NLIP began in 2007. However, the remap limited construction in the Natomas Basin to such an extent that it served as a de facto building moratorium. The de facto building moratorium remained in effect when the Natomas Crossing EIR was certified in 2009, and the Project site has remained undeveloped up to the present.

Levee improvements have been ongoing under the SAFCA NLIP, continuing from 2007 to the present. In April 2015, FEMA determined that SAFCA had made sufficient progress in required improvement to the levee system to approve an A99 flood zone designation for the Natomas Basin, where the Project site is located. An A99 designation is an interim flood zone designation which allows construction in the area if certain conditions (e.g., progress on completion of flood control infrastructure) are met. Following the revised flood designation, development within the Natomas Basin has restarted. Consistent with other areas within the Natomas Basin that had been proposed for development prior to the downgrading of the flood zone designation for the Natomas Basin, reclassification to the A99 flood zone designation has led to new development proposals or renewal of previously halted development proposals.

3.0 PROJECT DESCRIPTION

In accordance with CEQA Guidelines section 15162(a), the Project makes no substantial changes to the project analyzed by the Natomas Crossing EIR; a description of the Project is included below.

The Project would develop a warehouse retail center (Costco) with on-site parking and circulation, on a portion of the 19.31-acre Project site within Quadrant C of the Natomas Crossing PUD. The Project also includes a lot line adjustment to create a 17.84-acre parcel and a 1.47-acre parcel from the existing 19.31-acre single parcel. The Costco would be developed on the 17.84-acre parcel. The Project does not propose any development for the 1.47-acre parcel, which would remain available for future commercial development in accordance with the parcel’s General Plan and zoning designations. See *Figure 3.1-1, Proposed Overall Site Plan* and *Figure 3.1-2, Proposed Parcels*, for the proposed site layout and parcels. Specific components of the Project, including Project design, operations, construction, and required approvals, are described below.

3.1 Project Design

Project Structural Elements

The Project would construct an approximately 160,526 sf warehouse building on the west boundary of the Project site that would consist of 150,774 sf of sales floor area and create approximately 250 – 275 jobs. The Costco building would have a floor area ratio (FAR) of 0.19 and would be a maximum of 35 feet and 6 inches tall; see *Figure 3.1-3, Proposed Elevations*. See **Table 3.1-1: Land Use Comparison**, for clarification on the current allowable land use designation and what the Project proposes.

Table 3.1-1: Land Use Comparison

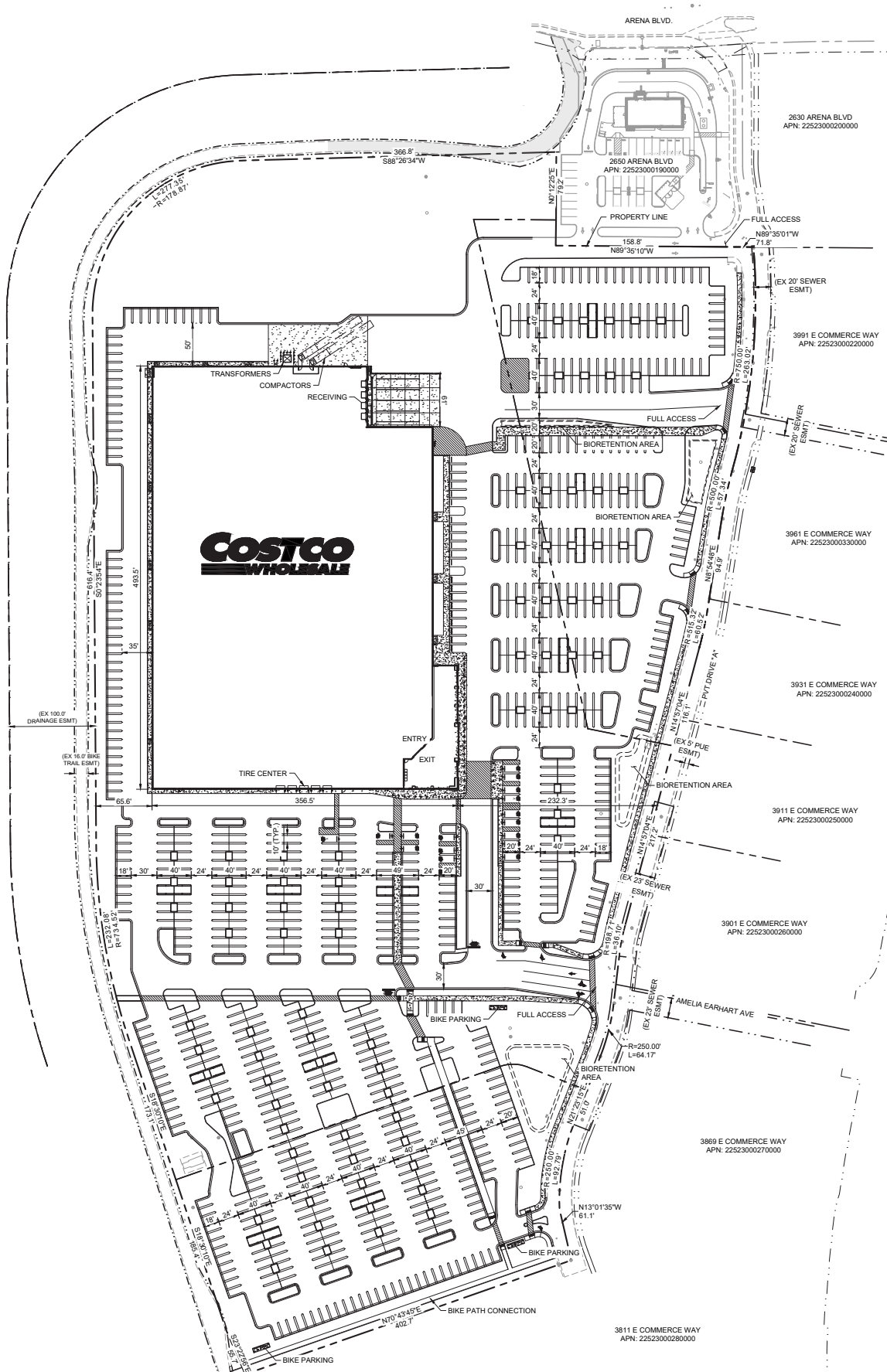
Land Use designation	2009 Natomas Crossing EIR (Quadrant C)	Proposed Natomas Costco Project Site (19.13 acres)
Regional Retail Uses	404,580 sf	160,526 sf ¹
Note 1. The proposed Costco retail building includes 9,752 sf of ancillary office space		

Uses associated with the Costco Building would include:

- General retail sales
- Alcohol sales
- A bakery
- A meat preparation area
- A rotisserie area
- A deli/dish preparation area
- Produce, deli/meat, and dairy coolers
- A sales coolers, freezer, and sub-zero freezer
- A pharmacy and lab
- A hearing center
- Optical exams and sales
- Three consult rooms
- Propane refueling and sales
- Employee lockers rooms
- Offices
- Restrooms
- A receiving area
- Tire sales and services areas
- A food service area and seating

In addition to the uses listed above, temporary outdoor sales may occur within the parking field adjacent to the warehouse retail center for seasonal sales, such as Christmas trees. Lastly, a promotional vehicle may be on display near the entry to the building. This vehicle will be used to promote online or offsite vehicle sales; no vehicles are proposed to be sold on site.

The Costco building entrance and exit would be located on the southeast corner of the building, and the Tire Center would be located on the south end of the building. The Project would include a bio-retention area in the northwest corner of the site with Low Impact Development (LID) features and natural vegetation. The Costco building would include four loading dock doors for trucks on the northeast corner of the building that connect to the interior receiving area. Parking would surround the northeast, east, southeast, and south sides of the building, with a total of 945 parking stalls. Nineteen of the total parking stalls would be Americans with Disabilities Act (ADA) accessible. 47 bicycle parking stalls would also be constructed. Access to the Project site would be provided via Private Drive A, an internal existing road within Quadrant C running north and south. There would be five access points, off of Private Drive A which is located on the east perimeter of the Project site. Truck access would also be off of Private Drive A at the north and south ends of the Project site. See below for further details.



Source: MG2, 2022

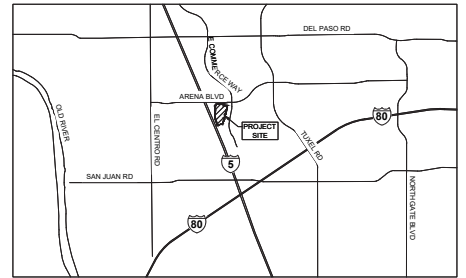
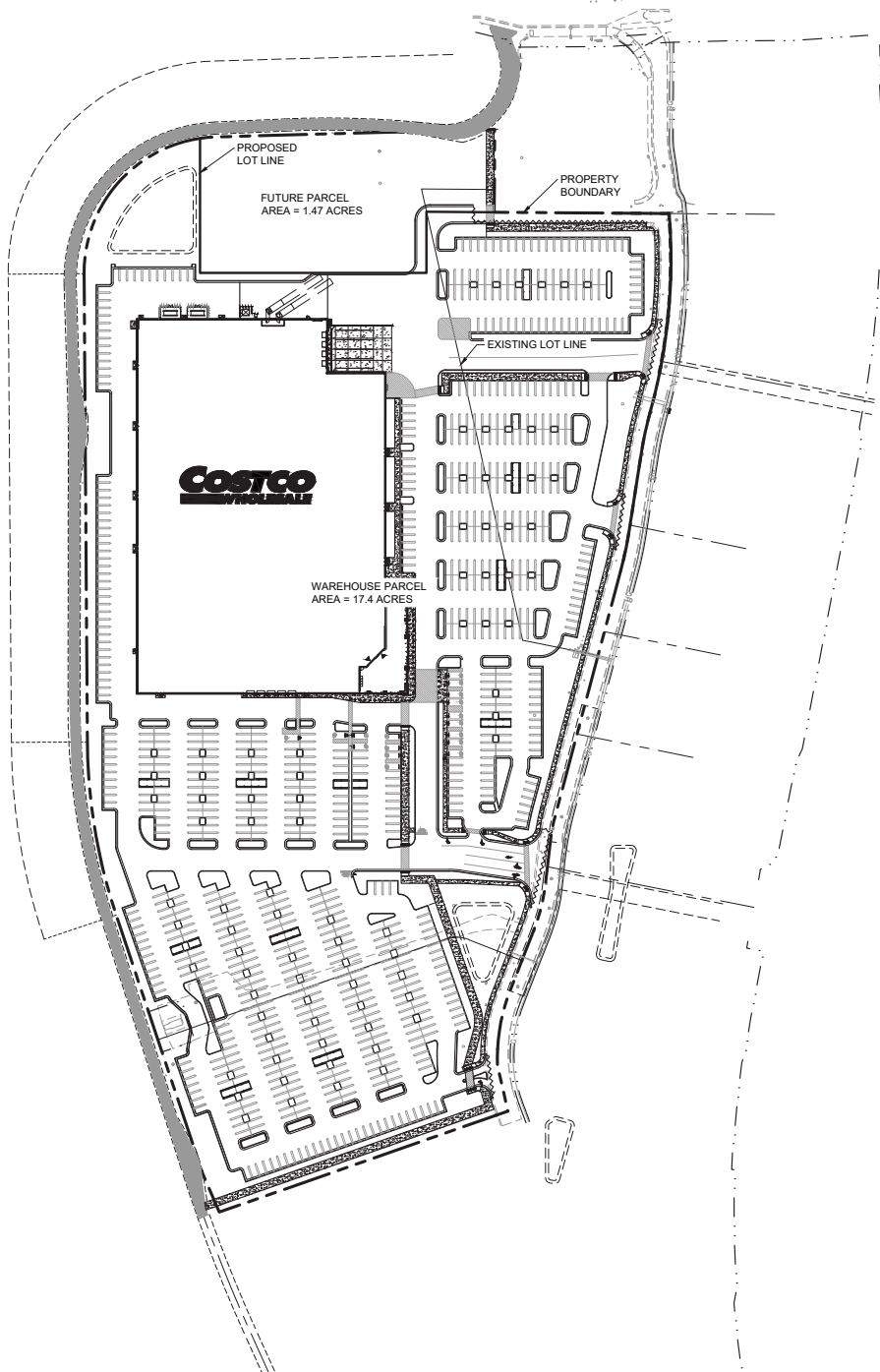
Figure 3.1-1: Proposed Overall Site Plan

Natomas Costco Project
Addendum



Not to scale

Kimley»Horn



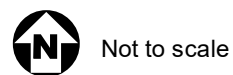
VICINITY MAP
N.T.S.

LEGEND

- PROPERTY BOUNDARY - · - · -
- PROP PROPERTY LOT LINE — — — — —
- EX PROPERTY LOT LINE — — — — —
- EASEMENT - - - - -

Source: Kimley Horn, 2022

Figure 3.1-2: Proposed Lot Line Adjustment
Natomas Costco Project





Source: MG2, 2022

Figure 3.1-3: Proposed Elevations

Natomas Costco Project
Addendum

Project Site and Landscape Elements

Site Preparation

Preparation of the Project site for construction would require earthwork to level the Project site, including 12,000 cubic yards (CY) of cut and 36,000 CY of fill. Thus, site preparation would require 23,800 CY of imported fill, to meet fill requirements, which would be delivered by trucks to the Project site.

Exterior Lighting

Onsite security lighting would be provided in the parking lot and on the exterior of proposed buildings. Proposed outdoor lighting fixtures would include downward-shielding for overhead lighting fixtures and low-intensity exterior lighting to minimize fugitive light. Lighting mounted to the proposed buildings would be for safety and security purposes and would also be angled downward to provide targeted illumination and prevent fugitive light from illuminating adjacent areas.

Landscaping

The Project site does not contain any existing landscaping or trees. The proposed landscaping plan would provide trees, shrubs, and grasses along Private Drive A street frontage and along the south and west Project site boundaries which would provide buffering along streets and the multi-use trail. Additionally, within the Project site, drive aisles and parking aisles would be lined with trees, shrubs, and grasses. This would exceed compliance with shading requirements throughout the parking areas at 52%. Landscaping would be designed to meet California Assembly Bill (AB) 1881, Executive Order B-29-15, and the City's Model Water Efficient Landscape Ordinance. See *Figure 3.1-4, Proposed Landscaping Plan*.

Signs

The Project does not include any freestanding signs, however Costco does propose wall signs on the East and West elevations. On the left side of the East elevation, on the canopy above the entry and exit to the building, the Project includes one "Costco Wholesale" 7'-4" by 26'-8" sign covering 175 sf. On the left side of the West elevation, the Project includes one "Costco Wholesale" 8'-9" by 32'-0" sign covering 280 sf. Total sign area coverage on the Costco building would be 455 sf. See *Figure 3.1-3* for proposed locations and designs of the signs.

Plant Legend

Symbol	Botanical Name / Common Name	Size	WUCOLS (Water Use Classification of Landscape Species)	Comments	Symbol	Botanical Name / Common Name	Size	WUCOLS (Water Use Classification of Landscape Species)	Comments
DRIVE AISLE PLANTING:					Trees:				
Street Trees:					UNDERSTORY PLANTINGS:				
Acer buergerianum / Trident Maple 15 gal. M Matched Standards					Site Planting indicating shrubs, perennials, ornamental grasses and ground covers				
Cercis canadensis 'Forest Pansy' / Forest Pansy Redbud 15 gal. M Matched Standards					Shrubs:				
Laurus x 'Saratoga' / Saratoga Laurel 15 gal. L Matched Standards					Callistemon viminalis 'Little John' / Little John Dwarf Bottlebrush 5 gal. L				
Ulmus parvifolia 'Drake' / Drake Chinese Elm 15 gal. L Matched Standards					Ceanothus 'Concha' / Concha Ceanothus 15 gal. L CA Native				
Shrubs, Ornamental Grasses, and Groundcovers:					Dietsa vegeta 'Variegatum' / Variegated Fortnight Lily 5 gal. L				
Callistemon citrinus 'Little John' / Little John Dwarf Bottlebrush 5 gal. L					Frangula californica 'Eve Case' / Eve Case Coffeeberry 15 gal. L CA Native				
Cistus x hybridus / White Rockrose 1 gal. L					Grevillea lanigera 'Mt. Tamboritha' / Mt. Tamboritha Woolly Grevillea 15 gal. L				
Grevillea lanigera 'Mt. Tamboritha' / Mt. Tamboritha Woolly Grevillea 1 gal. L					Plumbago auriculata 'Monott' / Royal Cape Plumbago 5 gal. M				
Juniperus procumbens 'Nana' / Dwarf Japanese Juniper 1 gal. L					Rhamnus alaternus 'John Edwards' / John Edwards Italian Buckthorn 15 gal. L				
Lagerstroemia x 'GAMMAD VII' / Sweetheart Dazzle Grape Myrtle 5 gal. L					Rosa meidriflora 'Coral Drift' / Coral Drift Shrub Rose 2 gal. M				
Muhlenbergia capillaris 'Regal Mist' / Regal Mist Pink Muhly 1 gal. L					Salvia leucantha 'Santa Barbara' / Santa Barbara Sage 5 gal. L				
Rhapizolepis indica 'Jack Evans' / Jack Evans Indian Hawthorn 5 gal. L					Perennials:				
					Dianella revolute 'Little Rev' / Little Rev Dianella 1 gal. M				
					Lomandra longifolia 'Breeze' / Dwarf Mat Rush 1 gal. L				
					Ground Covers:				
					Baccharis pilularis 'Twin Peaks' / Twin Peaks Dwarf Coyote Bush 1 gal. L CA Native				
					Ceanothus g.h. 'Yankee Point' / Yankee Point Ceanothus 1 gal. L CA Native				
					Cotoneaster dammeri 'Coral Beauty' / Coral Beauty Bearberry Cotoneaster 1 gal. L				
					Lantana hrb. 'Spreading Sunshine' / Spreading Sunshine (Yellow) Lantana 1 gal. L				
					Rosmarinus o. 'Collingwood Ingram' / Collingwood Ingram Rosemary 5 gal. L				
					Ornamental Grasses:				
					Festuca marei / Atlas Fescue 1 gal. L CA Native				
					Muhlenbergia capillaris 'Lenca' / Regal Mist Pink Muhly 1 gal. L				
					Muhlenbergia rigens / Deer Grass 1 gal. L CA Native				
					Bioretention Planter:				
					Caretx divulsa / Berkeley Sedge 1 gal. M CA Native				
					Muhlenbergia capillaris 'Regal Mist' / Regal Mist Pink Muhly 1 gal. M CA Native				
					Muhlenbergia rigens / Deer Grass 1 gal. L CA Native				
					Biofiltration Sod (Source: Delta Bluegrass Co.) Seeded L/M CA Native				
					Hydroseed Planter:				
					California Native Grass Mix 'Heritage Mix' (Source: Pacific Coast Seed Inc.) Seeded L/M CA Native				



WUCOLS LEGEND:
 L Low Water Use
 M Moderate Water Use

Source: David Babcock and Associates, 2022

Figure 3.1-4: Proposed Landscaping Plan
 Natomas Costco Project
 Addendum

Utilities

The Project site is located within an area where utility infrastructure has been installed in anticipation of future development. Thus, minimal offsite improvements would be necessary to provide utility services to the Project site, as described below.

Water Supply

The Project site would be served by the City of Sacramento for domestic and fire suppression water needs. The Project site is located in an area of the City that is served by an extensive system of service mains located within Private Drive A that vary in diameter. The proposed building on the Project site would have dedicated domestic water supply service laterals. Fire suppression water supply laterals would be connected to the City's fire suppression water infrastructure within Private Drive A, as shown in *Figure 3.1-5, Proposed Utility Plan*.

Wastewater and Drainage

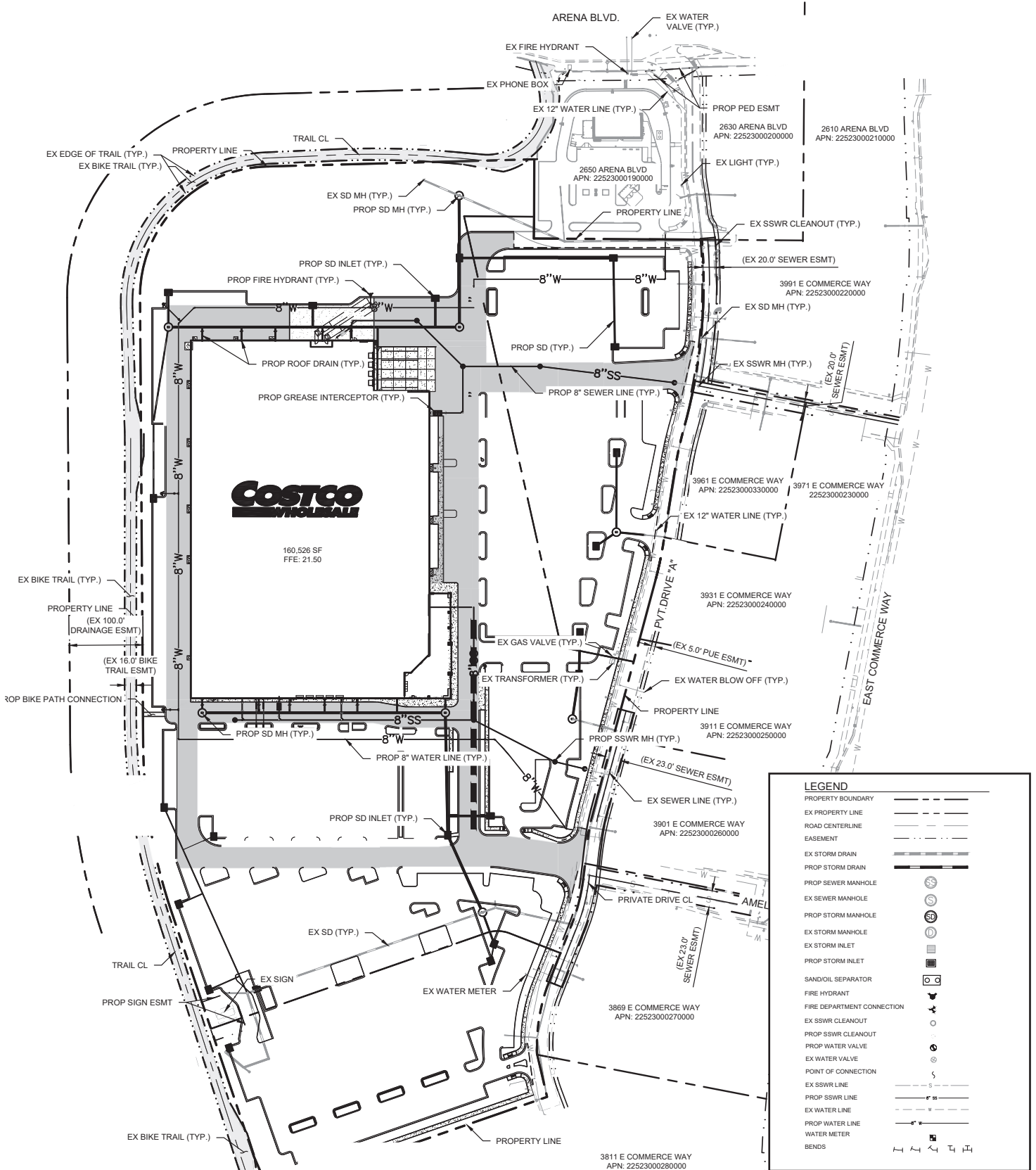
Wastewater service for the Project site would be collected by the Sacramento Area Sewer District's (SASD) Separated Sewer System, conveyed to the Sacramento Regional County Sanitation District (Regional San) system, and ultimately treated in the Regional San Wastewater Treatment Plant (WWTP), which is located in Elk Grove. The SASD Separated Sewer System within Private Drive A would be accessed via dedicated service laterals for the proposed building on site.

The Project site is within Basin 6 of the North Natomas Drainage Basin system, which collects and treats stormwater, from nine basins, in the developed areas of North Natomas, within City limits. Basin 6 generally encompasses Area 3 of the Natomas Crossing PUD and additional area south of Arena Boulevard and west of the East Drainage Canal. Stormwater on the existing Quadrant C Project site drains to the drainage canal that abuts the western perimeter of the Project site, which flows south to Detention Basin 6B, where stormwater is treated and then pumped into the existing RD-1000 drainage channel. An existing privately maintained storm drain system is located within Private Drive A. The storm drain system discharges to the existing drainage canal that abuts the western perimeter of the Project site, which conveys drainage flows through the existing Basin 6 drainage and treatment pathways. The Project site would be divided into two sub basins which capture storm water and drain directly into the existing storm drain system in Private Drive A. See *Figure 3.1-6, Proposed Drainage Plan*.

Energy

Electrical Service

The Project site would be provided electrical service by the Sacramento Municipal Utility District (SMUD). The main electrical system connection to the Project site would be located within Private Drive A, similar to other utilities. Aside from connections that may be necessary to tie Project systems to the SMUD system under adjacent streets, no further offsite improvements to the SMUD electrical system would be required.



Source: Kimley-Horn, 2022

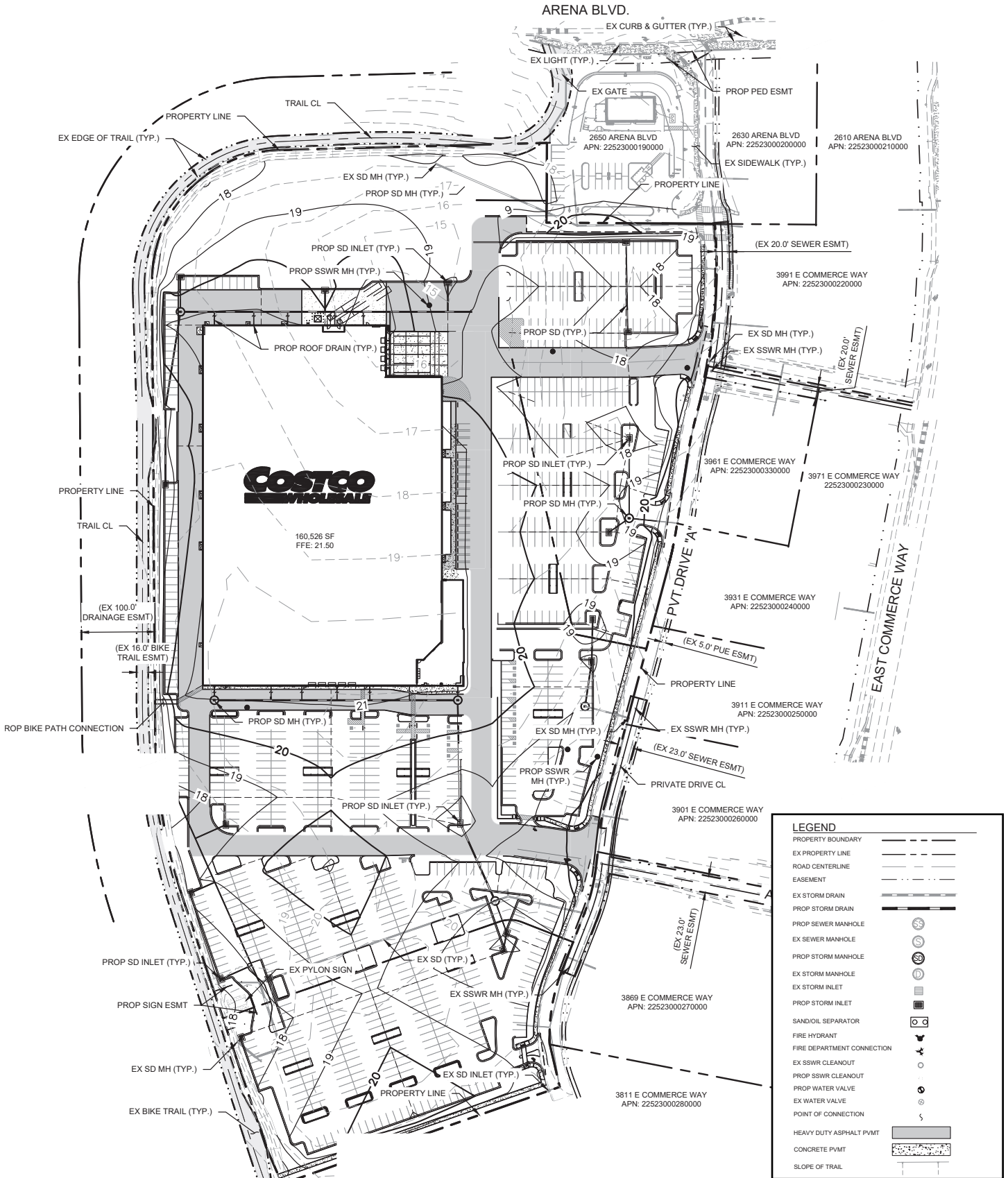
Figure 3.1-5: Proposed Utility Plan

Natomas Costco Project
Addendum



Not to scale





Source: Kimley-Horn, 2022

Figure 3.1-6: Proposed Drainage Plan

Natomas Costco Project
Addendum



Not to scale

Kimley»Horn

Telecommunications

The Project would acquire telephone and data service from the current existing carrier(s) that are established in North Natomas. Connection(s) would be completed in existing telephonic and data manholes. The Project applicant would coordinate with the City and other utility providers to determine the optimal solution for gaining access to adjacent lines, potentially including either open cuts or directional drilling that could be done in these manholes concurrent with other utility infrastructure connections.

3.2 Project Operations

The Costco building is proposed to operate between the hours of 9:00 A.M. and 8:30 P.M, daily and have approximately 250-275 employees.

On-Site Project Circulation

Vehicular Circulation

General access to the Project site vicinity would be via Arena Boulevard from the north and East Commerce Way from the east. Access to the Project site would be provided via five points off Private Drive A, which runs north and south on the east perimeter of the Project site. Four of the site accesses are proposed to be full access. The southern-most access point is proposed to be right-in/right-out. From these access points, dedicated drive aisles would direct members to parking spaces on the northeast, east, and south side of the Costco building.

Delivery and Loading Operations

Delivery truck access would be provided from Private Drive A via the northern most access point and the southernmost full access point. Trucks would exit the Project site via the intersection with the existing northern most east-west running internal access road. On-site truck circulation would also be provided along the “back” of the building or the west side to allow movement on site and to the loading area with minimal conflict to customer parking areas and to optimize traffic flow. The loading area would include four dock doors and be located in the northeast corner of the Project site. Most deliveries typically are made daily between 2:00 A.M. and 9:00 A.M. before the warehouse opens to members, enabling employees to stock the warehouse. Some deliveries may be made as late as 3:00 P.M. or later in the day.

Pedestrian Circulation

Access to the Project site for pedestrians would be provided via sidewalks, constructed as required by City design guidelines. Internal pedestrian circulation would be directed from on-site parking areas to and from the entry and exit of the Costco building. Pedestrian pathways would also run from the Costco building to the parking lots on the east, southeast, and south sides.

Bicycle Facilities

The Project would also include bike path connection to a multiuse trail running just outside of the west perimeter of the Project boundary. The Project would connect to the multi-use trail in the southwest corner of the Project site outside of the parking lot area. The Project would include 33 short term and 14 long term bicycle parking spaces on the Project site located near the two bicycle connections from Private Drive A to the multi-use trail west of the site.

Transit Facilities

The nearest public transit routes to the Project site are provided by Sacramento Regional Transit (SacRT) and the North Natomas Transit Management Association (TMA) with transit stops at the Truxel Road/Natomas Crossing Drive intersection, approximately 0.7 mile east of the Project site.

3.3 Project Construction

Demolition

The Project site is vacant, clear of vegetation such as trees, and regularly disced for weed control. No demolition activities would occur as part of the Project.

Excavation

Construction of the Project requires approximately 23,800 CY of soil import.

Construction

The Project would be constructed over approximately 5 months, anticipated to begin in January 2023. The Project would be constructed in one comprehensive phase and would follow a conventional construction sequence of demolition, site preparation, grading/earthwork, paving, building construction, and architectural coating. Operations would be anticipated to commence in late summer 2023.

Typical construction equipment associated with site development includes, but are not limited to, graders, and scrapers during site preparation; graders, scrapers, and dozers during grading; cranes, lifts, generators, and welders during building construction; and air compressors during architectural coating. Typical equipment used during site development grading and excavation includes heavy-duty trucks, backhoes, bulldozers, excavators, front-end loaders, and scrapers.

It is anticipated that construction would typically occur six days a week (Monday through Saturday) from 7:00 a.m. to 7:00 p.m. Off-hour concrete pours may be requested dependent on conditions at the time of Project construction (e.g., weather, pour size, or availability).

Construction Circulation

Project Site

During construction, active areas of the Project site would be fenced off.

Road Closures

The Project would not require road closures. Temporary lane closures may be required along southbound East Commerce Way for the construction of driveway cut-ins, pedestrian facilities, and other improvements within the City's right-of-way.

Truck Routes

Construction vehicles would follow already established truck routes for the City which are largely determined by the streets that can access the Project site. Inbound truck trips would access the Project site from Arena Boulevard, turning right onto Private Drive A and entering the Project site at the southern driveway that aligns with Amelia Earhart Ave. The direction of outbound truck trips would exit the Project

site through the private drive that is an extension of Prosper Road, traveling south to the drive that aligns with Amelia Earhart Ave. The truck would turn left at the signaling intersection of East Commerce Way and Amelia Earhart Ave traveling north, then turn left on Arena Boulevard to access north- and southbound I-5 at Arena Boulevard.

3.4 Proposed Actions

Site Plan and Design Review

Site Plan and Design review is required for the Project .

Conditional Use Permit (CUP)

A CUP is required for the Project to permit the proposed size of the Costco as the building would be greater than 60,000 sf of retail use.

Lot Line Adjustment

The Project requires a lot line adjustment to accommodate the development proposed: see *Figure 3.1-2, Proposed Parcels*. The lot line adjustment would result in two parcels comprising 17.84 acres and 1.47 acres, respectively. The 17.84 acre parcel would be developed with the Costco and associated improvements described above. There is no development proposed on the 1.47 acre parcel as part of the Project.

4.0 DISCUSSION

The Project seeks entitlements to develop a Costco retail store on a site on which substantial development, with similar impacts, was proposed and evaluated in the 2009 Natomas Crossing EIR. The Project will occur within the same geographic boundary and will include the same land uses as analyzed in the Natomas Crossing EIR.

The previously-certified Natomas Crossing EIR analyzed the environmental effects of the existing entitlements on the Project site. Because the Project would be consistent with the land uses, locations, and development intensity analyzed in the Natomas Crossing EIR, the Project does not include substantial changes to assumed development of Quadrant C under the Natomas Crossing project. No other circumstances have changed, nor has new information been provided, that would meet the criteria set forth in State CEQA Guidelines Section 15162 requiring the preparation of a subsequent EIR. Accordingly, a subsequent EIR is not required for the Project. This document has been prepared as an addendum to the Natomas Crossing EIR.

4.1 Land and Use and Planning

Project Site

The Project site, which encompasses the area to be developed as a Costco, comprises 19.31 acres of the larger, approximately 47.2-acre Quadrant C of Area 3 of the Natomas Crossing PUD. The Project site is bounded by I-5 and a 100-foot-wide City of Sacramento (City) easement to the west; Arena Boulevard to the north, Private Drive A – which runs parallel to East Commerce Way -- to the east, and land that is proposed for and currently under development as multi-family housing to the south. At the time of the preparation of the Natomas Crossing EIR, and as described in that EIR, the Project site was vacant and mass-graded. Land uses immediately adjacent to the Project site include the Centene corporate campus to the north beyond Arena Boulevard in Quadrant B of the Natomas Crossing PUD, commercial development that will include a Chipotle, Wendy's, Starbucks, and gas station/restaurant at completion to the east beyond Private Drive A within Quadrant C, land that will be developed as multi-family housing¹ to the south within Quadrant C, and commercial development and vacant land beyond I-5 to the west outside of the Natomas Crossing PUD area.

Since certification of the Natomas Crossing EIR, the physical conditions of the Project site and surrounding areas have remained substantially similar to those analyzed in the EIR. The Project site remains vacant and is covered with seasonal grasses that are regularly disced as part of ongoing site maintenance and weed control. The Project site is bound by Arena Boulevard to the north, a City of Sacramento Easement and the I-5 to the west, Private Drive A to the east, and land being developed as multi-family to the south.

Land Use and Zoning Designations

The 2035 General Plan land use designation for the Project site is Regional Commercial. Sacramento has numerous regional commercial centers along major corridors and major freeway interchanges. These centers represent a significant opportunity for transformation and enhancement. This designation provides for predominantly nonresidential, largescale, regional shopping centers with a mix of uses including:

- Major retail stores, home improvement stores, offices, restaurants, and services
- Multifamily dwellings (e.g., apartments and condominiums)
- Central public gathering places
- Compatible public, quasi-public, and special uses

Development standards within Regional Commercial are as follows:

- Minimum Density: 32.0 Units/ Net Acre
- Maximum Density: 80.0 Units/ Net Acre
- Minimum FAR: 0.15 FAR
- Maximum FAR: 3.00 FAR

¹ At the time of writing, multi-family housing is under construction as part of the Natomas II Apartments Project.

Allowable development for the Project site would be guided by the Development Agreement in place for the Project site. The Development Agreement remains in force and provides that the PUD and development policies originally included in each policy subsection of the 1994 NNCP (as well as the 2035 General Plan), which were analyzed in the Natomas Crossing EIR, are to remain the applicable standards for the Project. The Natomas Crossing EIR evaluated up to 404,580 square feet (sf) of regional retail uses and 200,000 sf of office uses within Quadrant C.

Existing Zoning

The existing zoning designation for Project site within Quadrant C is SC-PUD (Shopping Center – Planned Unit Development) (see *Figure 1.6-3*).

Shopping Center Zone

The purpose of the SC zone is to provide a wide range of goods and services to the community. However, general commercial uses that are incompatible with a retail shopping center are prohibited. The maximum height is 35 feet. The maximum density is 30 dwelling units per net acre.

Planned Unit Development

The purpose of Planned Unit Development is to provide for greater flexibility in the design of integrated developments than otherwise possible through strict application of zoning regulations. It is the intent of Planned Unit Development to encourage the design of well-planned facilities that offer a variety of housing or other land uses through creative and imaginative planning.

Land Use Evaluation

The Project would construct a 160,526 sf Costco and associated surface parking and landscaping. The Project would not deviate from anticipated uses analyzed in the Natomas Crossing EIR, Regional Retail. The Project would comprise 160,526 of the 404,580 sf Regional Retail Use analyzed. See Table 3.1-1: Land Use Comparison. Therefore, the Project would be consistent with the allowable land uses and development intensities identified in the Natomas Crossing EIR.

The Project would be compatible with surrounding land uses. Incompatibilities typically exist when uses such as residences, parks, churches, and schools are located adjacent to more disruptive uses such as heavy industrial uses, major transportation corridors, and regional commercial centers where traffic levels and attendant noise may be high. The identification of incompatible uses occurs if one land use is anticipated to be disruptive of the existing or planned use of an adjacent property. The Project would develop retail use (i.e. Costco), ancillary administrative office space, and related uses in an area that includes a mix of residential, commercial, industrial, office and undeveloped land. Each of these uses were already reviewed and approved for the Project site as part of the Natomas Crossing PUD. Consequently, the Project would not introduce uses that would be incompatible with or disruptive to surrounding land uses in accordance with the finding of land use compatibility by the Natomas Crossing EIR.

In addition, as discussed in the Natomas Crossing EIR, the Natomas Crossing project area has not been used for agricultural activities in many years and was mass graded in 2002, with routine discing performed on the site. In evaluating development within the General Plan area, the Sacramento 2030 General Plan Master EIR and the subsequently adopted 2035 General Plan Master EIR found that remaining agricultural areas within the General Plan boundaries are not considered viable or suitable for large scale agricultural

operations. As identified in the Natomas Crossing EIR, the Project would not result in impacts to farmland or important agricultural resources.

The Project would be developed in accordance with the permitted land uses and intensities approved in the Natomas Crossing PUD. The Natomas Crossing EIR identified that land use impacts would be less than significant, and as discussed above, the Project would be consistent with the uses, density, and intensity specified in the applicable land use regulations, which means that the Project would continue to result in less-than-significant impacts. Accordingly, the Project would not have significant land use effects that were not discussed in the Natomas Crossing EIR, nor would it increase the severity of land use impacts identified in the Natomas Crossing EIR. There are no new or changed circumstances relevant to the Project as compared to the Natomas Crossing EIR that could result in a new significant impact or a significant impact that is substantially more severe than significant impacts previously disclosed. There is no new information of substantial importance that shows mitigation measures previously identified as infeasible would in fact be feasible, because the Natomas Crossing EIR did not include mitigation measures related to land use. Further, there are no mitigation measures that were not considered in the Natomas Crossing EIR that would more substantially reduce the potential effects of the Project on land use. For these reasons, impacts to land use from the Project would not require the preparation of a subsequent environmental document, and impacts would remain less than significant.

4.2 Population, Employment and Housing

The Natomas Crossing Initial Study to the Natomas Crossing EIR states that the Natomas Crossing project would accommodate unserved growth within the City, and that potential growth inducement from associated infrastructure would be consistent with analyses in the City's General Plan EIR. In addition, the analysis in the Natomas Crossing EIR determined that the Natomas Crossing project site and surrounding areas have been designated for urban development in previous planning documents, and impacts from the infrastructure related to growth inducement have already been evaluated within the 2030 General Plan Master EIR (and subsequently in the 2035 General Plan Master EIR). Population increases resulting from the Natomas Crossing project were determined not be substantial because buildout of the full project area included up to 180 residential units, or the addition of approximately 468 residents in a part of the City that is expected to accommodate over 30,000 residents. Therefore, the Natomas Crossing project was determined to have a less-than-significant impact on population and housing.

The Project would develop a Costco within Quadrant C of the Natomas Crossing EIR area and does not contain any housing or residential elements. The Project would be consistent with the allowable land uses and development intensities identified in the 2035 General Plan land use designations and zoning for the Project site and would be within the maximum development capacity analyzed in the Natomas Crossing EIR. The proposed 160,526 sf Costco building represents approximately 6.1-percent of non-residential uses planned for and analyzed in the Natomas Crossing EIR. For these reasons, the Project would be consistent with findings of the Natomas Crossing EIR and would not have an adverse impact on population or housing and the impact would remain less than significant. Similarly, the Project would not exceed employment projections for Quadrant C, as the development square footage would be less than analyzed in the Natomas Crossing EIR. The Natomas Costco Project does not propose any larger development in the Quadrant C area and therefore would not result in a greater employee generation rate than what was previously analyzed in the Natomas Crossing EIR. There would be no new or more severe impacts to employment than previously discussed in the Natomas Crossing EIR.

Impacts to population, employment, and housing associated with the Natomas Crossing Project are consistent with the Natomas Crossing EIR findings and therefore would result in the same, less-than-significant impact as previously analyzed. There are no new or changed circumstances relevant to the Project as compared to the Natomas Crossing EIR that could result in a new significant impact or a significant impact that is substantially more severe than significant impacts previously disclosed. No new mitigation measures would be required. In addition, there is no new information of substantial importance showing that the Project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the Natomas Crossing EIR. Further, there is no new information that was not known at the time the Natomas Crossing EIR was certified that shows there are mitigation measures that were not considered in the Natomas Crossing EIR and that would more substantially reduce the potential effects of the Project on population, employment and housing. For these reasons, impacts related to population, employment and housing from the Project would not require the preparation of a subsequent environmental document, and impacts would remain less than significant.

4.3 Seismicity, Soils and Geology

Seismic Hazards

The seismic ground shaking conditions at the Project site would be the same as those of the Natomas Crossing project at Quadrant C of the Area 3 in the Natomas Crossing PUD, as described in the Natomas Crossing EIR.

As described in Section III, Seismic Soils and Geology, of the Initial Study prepared for the Natomas Crossing EIR, no significant geologic or seismic hazards would be introduced by allowing the construction of the Natomas Crossing project, therefore there will be a less-than-significant impact in relation to seismic activity and Hazards. The City of Sacramento requires implementation of Uniform Building Code (UBC) requirements that recognize State and federal earthquake protection. The State of California provides minimum standards for building design in Chapter 23 of the California Building Code (CBC) (Title 24 of California Code of Regulations), which is based on the UBC, but is more stringent and detailed than the federal code. Chapter 16 of the CBC further requires that the design of foundation and excavation-wall supports must reduce the exposure to potentially damaging seismic vibrations through seismic-resistant design (Section A33 – Excavation and Grading).

North Natomas, where the Project site is located, is susceptible to liquefaction events. However, the Project is not located within a State Designated Seismic Hazard Zone for liquefaction. Development associated with the Project would conform to the regulatory requirements and associated design standards of the CBC. Therefore, the impacts of seismic ground shaking, liquefaction, and associated hazards would remain less than significant. There are no new or changed circumstances relevant to the Project as compared to the Natomas Crossing EIR that could result in a new significant impact or a significant impact that is substantially more severe than significant impacts previously disclosed. No new mitigation measures would be required.

Erosion

The Natomas Crossing EIR and Initial Study determined that the Natomas Crossing project area has potential for erosion and/or unstable earth conditions. It was found that heavy equipment used for construction could potentially compact the soils and lead to an increased runoff erosion potential. Further the Natomas Crossing project area also contains expansive soil, which has the potential to experience subsidence and liquefaction. However, potential impacts associated with expansive soils was mitigated to a less-than-significant level through Mitigation Measure MM-1 in the Natomas Crossing Initial Study and EIR which requires geotechnical investigations to be performed and design recommendations incorporated prior to issuance of grading permits, for individual project sites. The final geotechnical investigations shall be submitted for the review and approval of the City Engineer to ensure that the Project implements all recommendations in the investigations.

Development of the Project would comply with the City's standards set forth in the "Administrative and Technical Procedures Manual for Grading and Erosion and Sediment Control."² The Project would also comply with the City's grading ordinance (Chapter 15.88 of Sacramento City Code), which specifies construction standards to minimize erosion and runoff and requires the preparation and implementation of an erosion and sediment control plan. As a result of compliance with these regulatory requirements and implementation of Natomas Crossing EIR Mitigation Measure MM-1, the potential for erosion as a

result of the Project would be minimized, and the impact would be less than significant. There are no new or changed circumstances relevant to the Project as compared to the Natomas Crossing EIR that could result in a new significant impact or a significant impact that is substantially more severe than significant impacts previously disclosed. No new mitigation measures would be required.

Unstable Soils, Subsidence, and Topography

In the Initial Study prepared for the Natomas Crossing EIR, the City determined that impacts relating to geology and soils would be less than significant. The Project site is generally located on level undeveloped land that was previously mass-graded in September 2002 and has no major topographic features. Due to this flat topography, there is a less-than-significant impact of the risk of slope instability or landslides. The Preliminary Soil Investigation for Natomas Crossing Freeway Commercial Properties, conducted by Raney Geotechnic in 2000, was prepared for and referenced in the Initial Study and Natomas Crossing EIR. The Soil Investigation analyzed the full Natomas Crossing EIR project area as well as some of the surrounding properties, this area covers the Project site. The Natomas Crossing project would not consist of any long-term permanent groundwater pumping or dewatering activities that could result in impacts to soil stability. As stated above, Natomas Crossing Initial Study Mitigation Measure MM-1 describes that the City of Sacramento requires the results of site-specific soil investigations to be incorporated into the engineering and seismic designs for individual structures proposed for development at the site prior to the issuance of building permits. As part of the construction permitting process, the soil evaluations must contain recommendations for areas of potentially unstable soils specific to the site and be incorporated into the construction design. With Mitigation Measure MM-1 in place, unstable soils, subsidence, and topography will all be less than significant as stated in the Natomas Crossing EIR.

The Project would not vary from the Natomas Crossing EIR, thus, there would be no major changes to impacts for unstable soils, subsidence, and topography and therefore would not result in significant impacts that are drastically more severe than the impacts previously described. Further, the Project would be required to implement Mitigation Measure MM-1, which would ensure that impacts remain less than significant. No new mitigation measures would be needed. There is no new information of substantial importance showing (i) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the Project, but the Project proponents decline to adopt the mitigation measure or alternative or (ii) that mitigation measures or alternatives considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative. For these reasons, impacts relating to geology, soils, or seismicity from the Project would not require the preparation of a subsequent environmental document, and impacts would remain less than significant with the incorporation of adopted mitigation measures.

4.4 Water

Risk of Flooding

Prior to the preparation of the Natomas Crossing EIR, the USACE released a report in January 2008 that found that some portions of the Natomas Basin do not have 30-year flood protection. As a result, FEMA designated the Basin under the AE special hazard flood zone designation in December 2008. The AE designation required all property owners within the basin with federally-backed mortgages to obtain flood insurance. At the time of certification of the Natomas Crossing EIR, SAFCA was working with State and federal agencies to implement the Natomas Levee Improvement Program (NLIP), which would improve the Natomas Basin levee system to reach 100-year flood protection in 2012, and reach 200-year protection in 2013. Under those regulatory conditions, the City intended to apply for an A99 FEMA designation, which would not have development requirements.

Impacts related to flood risk, as analyzed in the Natomas Crossing EIR, were determined to be potentially significant if development of the Natomas Crossing EIR project site were to occur prior to recertification of the Natomas Basin levee system or the granting of a flood zone designation that permits development in the Natomas Basin by FEMA. Impacts from flood risk would be minimized with the implementation of Natomas Crossing EIR Mitigation Measures 4.5-1(a) and 4.5-1(b). Mitigation Measure 4.5-1(a) requires that no construction and operation within the Natomas Crossing PUD shall commence until the Natomas levees are recertified by SAFCA and FEMA or until FEMA redesignates the Natomas Basin with a flood zone designation that would permit development while Mitigation Measure 4.5-1(b) requires that project applicants for development within the Natomas Crossing PUD area participate in applicable levee funding measures.

Levee improvements have been ongoing under the SAFCA NLIP, continuing from 2007 to the present². In April 2015, FEMA determined that SAFCA had made sufficient progress on required improvement to the levee system to approve an A99 flood zone designation for the Natomas Basin. An A99 designation is an interim flood zone designation that does not diminish the risk consideration for the flood zone, but allows construction if certain conditions are met³. Mandatory flood insurance purchase requirements and floodplain management are required of properties located in Zone A99⁴. At a minimum, projects located within Zone A99 would need to adhere to the floodplain management and building requirements set forth in Section 60.3 of the National Flood Insurance Program (NFIP) regulations, which include, but are not limited to, the following⁵:

- Review all permit applications to determine whether proposed building sites will be reasonably safe from flooding. If a proposed building site is in a flood-prone area, all new construction and substantial improvements shall (i) be designed (or modified) and adequately anchored to prevent flotation, collapse, or lateral movement of the structure resulting from hydrodynamic and hydrostatic loads, including the effects of buoyancy, (ii) be constructed with materials resistant to

² Reclamation District 1000. 2021. Natomas Levee Project. Available at <https://www.rd1000.org/natomas-levee-project>. Accessed July 15, 2022.

³ Federal Emergency Management Agency, 2015. Flood Insurance Rate Map, Sacramento County: Map Number 06067C0045J. Available: <https://msc.fema.gov/portal/home>. Accessed July 15, 2022.

⁴ Federal Emergency Management Agency, 2022. Levee System Construction and Restoration Mapping Projects - Adequate Progress (Zone A99). Available: <https://www.fema.gov/flood-maps/living-levees/construction-restoration-mapping/zone-99>. Accessed July 15, 2022.

⁵ Code of Federal Regulations. 2022. Section 60.3 Flood Plain Management Criteria for Flood Prone Areas. Available: <https://www.ecfr.gov/current/title-44/chapter-I/subchapter-B/part-60/subpart-A/section-60.3>. Accessed July 15, 2022.

flood damage, (iii) be constructed with electrical, heating, ventilation, plumbing, and air conditioning equipment and other service facilities that are designed and/or located so as to prevent water from entering or accumulating within the components during conditions of flooding.

- Review subdivision proposals and other proposed new development, including manufactured home parks or subdivisions, to determine whether such proposals will be reasonably safe from flooding. If a subdivision proposal or other proposed new development is in a flood-prone area, any such proposals shall be reviewed to assure that (i) all such proposals are consistent with the need to minimize flood damage within the flood-prone area, (ii) all public utilities and facilities, such as sewer, gas, electrical, and water systems are located and constructed to minimize or eliminate flood damage, and (iii) adequate drainage is provided to reduce exposure to flood hazards.

With the redesignation of the Natomas Basin to Zone A99, Mitigation Measure 4.5-1(a) of the Natomas Crossing EIR has been satisfied and is no longer applicable to the Project. The Project would still be required to participate in applicable funding mechanisms per Mitigation Measure 4.5-1(b). Thus, the Project would comply with Mitigation Measure 4.5-1(b) from the Natomas Crossing EIR. Additionally, the Project would be required to comply with floodplain management and building requirements of Section 60.3 of the NFIP consistent with the A99 flood zone designation.

Although the flood designation has changed, this revised designation does not impact the risk determination for the Natomas Crossing project area as described in the Natomas Crossing EIR. Therefore, the potential for the Project to exacerbate flood elevations or to be affected by flood conditions would be the same as those analyzed in the EIR. There are no new or changed circumstances relevant to the Project as compared to the Natomas Crossing EIR that could result in a new significant impact or a significant impact that is substantially more severe than significant impacts previously disclosed. No new mitigation measures would be required. Additionally, of the Project would comply with Natomas Crossing EIR Mitigation Measure 4.5-1(b).

Construction Related Impacts to Surface Water

The Natomas Crossing EIR analyzed impacts to surface waters from development of commercial buildings, roadways, parking lots, and infrastructure, which would require grading, excavation, and other construction-related activities that could cause soil erosion at an accelerated rate during storm events. As described in the Natomas Crossing EIR, anticipated development on the Natomas Crossing project site would be required to comply with the requirements of the City's Stormwater Quality Improvement Plan (SQIP) and to obtain coverage under the NPDES Construction General Permit (CGP). Conformance with the CGP would require the preparation of erosion and sediment control plans to control pollutant discharges through the implementation of best available technology (BAT) that is economically feasible, and best conventional pollutant control technology (BCT) to reduce pollutants. Construction contractors would also be required to prepare and submit a construction stormwater pollution prevention plan (SWPPP). Anticipated development on the Natomas Crossing project site would be required to adhere to the above requirements, conformance with which would reduce potential impacts from construction runoff to less than significant.

The Project would be subject to all of the stormwater and erosion prevention requirements described in the Natomas Crossing EIR. The Project would implement present-day best management practices (BMPs) for the prevention of impacts to surface waters from construction activities. For this reason, impacts to surface water from the Project would be less than significant with no mitigation required. The Project would not have more significant effects from construction related impacts to surface waters that were not discussed in the Natomas Crossing EIR or increase the severity of those impacts discussed therein. Accordingly, the Project would not have significant water effects that were not discussed in the Natomas Crossing EIR, nor would it increase the severity of water impacts discussed in the Natomas Crossing EIR. As no infeasible mitigation measures for water impacts were identified by the Natomas Crossing EIR, the Project would not make infeasible mitigation measures feasible. Further, there are no mitigation measures that were not considered in the Natomas Crossing EIR that would more substantially reduce the potential effects of the Project on water. For these reasons, impacts to water from the Project would not require the preparation of a subsequent environmental document.

Operational Water Quality

The Hydrology, Water Quality, and Drainage Section of the Natomas Crossing EIR included analysis of potential impacts to water quality from urban runoff from the Natomas Crossing project site. The Natomas Crossing EIR, stated that future project applicants would be required to comply with the City's Stormwater Management and Discharge Control Ordinance (Title 13), which requires that the Improvement Plans incorporate controls to minimize the operational discharge of pollutants. The proposed stormwater design of Natomas Crossing project site would meet the requirements of the Stormwater Quality Standards for Development Projects to ensure that stormwater runoff meets the water quality standards identified by the Regional Water Quality Control Board (RWQCB) for water entering the Sacramento River. The Natomas Crossing EIR concluded that conformance of the project with the regulations and standards described above would minimize the potential for adverse impacts from urban runoff generated by anticipated development on the project site would be considered less than significant.

In 2015, the City of Sacramento adopted the 2035 General Plan, which included policy updates intended to provide adequate stormwater drainage facilities and services that are environmentally-sensitive, accommodate growth, and protect residents and property (Goal U 4.1) for anticipated development. The 2035 General Plan included the following policies, intended to improve adverse impacts from urban runoff:

Policies

U 4.1.5 - Green Stormwater Infrastructure. The City shall encourage "green infrastructure" design and Low Impact Development (LID) techniques for stormwater facilities (i.e., using vegetation and soil to manage stormwater) to achieve multiple benefits (e.g., preserving and creating open space, improving runoff water quality).

U 4.1.6 - New Development. The City shall require proponents of new development to submit drainage studies that adhere to City stormwater design requirements and incorporate measures, including "green infrastructure" and Low Impact Development (LID) techniques, to prevent on- or off-site flooding.

The Natomas Costco Project would develop the Project site with impermeable surfaces to levels similar to those anticipated for development analyzed in the Natomas Crossing EIR. The Project would be designed to drain into two sub basins which capture storm water and drain directly into the existing storm drain system in Private Drive A. This storm drain system drains to the drainage canal that abuts the western perimeter of the project site, which flows south to Detention Basin 6B, where stormwater is treated and then pumped into the existing RD-1000 drainage channel. This is consistent with the processes assumed for development on Quadrant C in the Natomas Crossing EIR.

The Natomas Costco Project site would be approximately 78% impermeable surface, relative to the 90% coverage anticipated for the Natomas Crossing project site, and would not require the full stormwater drainage capacity available to the Natomas Crossing project site. For this reason, treatment capacity of urban runoff in Detention Basin 6-B would be commensurately adequate to accommodate urban runoff from the Project. In addition, the Project would be subject to and implement all of the regulatory requirements described in the Natomas Crossing EIR, which would minimize potentially adverse impacts from urban runoff. Required implementation of policies from the 2035 General Plan, requiring the implementation of LID design features and efficiencies into new development would further minimize potential adverse effects below what was estimate in the Natomas Crossing EIR. With the utilization of required water quality features in the existing drainage system that would serve the Natomas Crossing project and conformance with City, regional, and statewide stormwater runoff requirements, impacts to surface water from urban runoff originating from the Natomas Crossing project site would be less than significant and would not require mitigation.

The Project would have a less-than-significant effect related to urban runoff and, due to new regulatory requirements, would likely have less of an impact than the project analyzed in the Natomas Crossing EIR. Therefore, the Project would not have new significant effects related impacts to urban runoff that were not discussed in the Natomas Crossing EIR or increase the severity of those impacts discussed therein.

Groundwater

Analysis of potential impacts to groundwater in the Natomas Crossing EIR concluded that project construction would not excavate to depths where groundwater would be present. This conclusion was based on anticipated project design and the preliminary soil investigation prepared for the Natomas Crossing EIR project area, which determined the groundwater level to be approximately 17 feet below surface level, and ranging between 20 feet above and 40 feet below mean sea level (msl).

Based on the depth of groundwater described in the geotechnical report prepared for the Natomas Crossing project, it is not anticipated that groundwater would be encountered during Natomas Costco Project construction. However, if groundwater is encountered during construction, dewatering would be necessary. If necessary, dewatering activities would comply with application requirements established by the Central Valley Regional Water Quality Control Board (CVRWQB) to ensure that dewatering activities would not result in adverse changes to groundwater. Ground-disturbing construction activities would include trenching for utility connections, grading, and other minimally invasive earthmoving, and would not involve substantial excavation. The construction processes for the Project would be the same as those processes anticipated and analyzed in the Natomas Crossing EIR.

Accordingly, The Project would not have more significant effects as to this impact that were not discussed in the Natomas Crossing EIR nor would it increase the severity of those impacts discussed therein.

Summary

Impacts to hydrology and water quality associated with the Project are consistent with the Natomas Crossing EIR findings and therefore would result in the same, less-than-significant impact as previously analyzed with the incorporation of mitigation measures already adopted. There are no new or changed circumstances relevant to the Project as compared to the Natomas Crossing EIR that could result in a new significant impact or a significant impact that is substantially more severe than significant impacts previously disclosed. No new mitigation measures would be required. In addition, there is no new information of substantial importance showing that the Project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the previous EIR. There is no new information of substantial importance showing (i) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the Project, but the Project proponents decline to adopt the mitigation measure or alternative or (ii) that mitigation measures or alternatives considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative. For these reasons, impacts to hydrology or water quality from the Project would not require the preparation of a subsequent environmental document, and impacts would remain less than significant with the incorporation of existing mitigation measures.

4.5 Air Quality

An Air Quality and Greenhouse Gas Emissions Memorandum was prepared for the Project by Kimley-Horn in 2022. The Natomas Crossing EIR concluded impacts to short-term increases of construction-generated emissions of criteria pollutants and fugitive dust, as well as exposure of sensitive receptors to toxic air contaminants, could be potentially significant but would be reduced to less than significant after implementation of Mitigation Measures 4.4-1(a-d), 4.4-2, and 4.4-5. The Natomas Crossing EIR also found long-term increases in criteria air pollutants and cumulative contributions to regional air quality conditions for both construction and operations would be significant and unavoidable despite the implementation of Mitigation Measures 4.4-3 and 4.4-9(a). Long-term increases of carbon monoxide and the cumulative contribution to local air quality conditions for both carbon monoxide and toxic air contaminants were found to be less than significant.

Short-Term Emissions

Construction-generated emissions are short-term and temporary, lasting only as long as construction activities occur, but have the potential to represent a significant air quality impact. The duration of Natomas Costco Project construction activities is estimated to be approximately six months. The Project’s construction-related emissions were calculated using the SMAQMD-approved CalEEMod computer program, which is designed to model emissions for land use development projects, based on typical construction requirements. Project site preparation and grading are anticipated to begin in January 2023. See *Appendix A: Air Quality and Greenhouse Gas Memorandum* for additional information regarding the construction assumptions used in this analysis. **Table 4.5-1: Construction Related Emissions** displays the maximum daily emissions that are expected to be generated from the construction of the Project in comparison to the daily thresholds established by the SMAQMD.⁶

Table 4.5-1: Construction Related Emissions

Construction Year	Pollutant				
	Reactive Organic Gases (ROG) lbs/day	Nitrogen Oxide (NO _x) lbs/day	Carbon Monoxide (CO) lbs/day	Coarse Particulate Matter (PM ₁₀) lbs/day	Particulate Matter (PM _{2.5}) lbs/day
Unmitigated Project¹					
2023	84.26	78.42	42.41	16.34	13.23
<i>SMAQMD Significance Threshold^{2,3}</i>	-	85	-	-	-
Exceed SMAQMD Threshold?	-	No	-	-	-
SMAQMD = Sacramento Metro Air Quality Management District; CO = carbon monoxide; NO _x = nitrogen oxide; PM _{2.5} = particulate matter no more than 2.5 microns in diameter; PM ₁₀ = particulate matter no more than 10 microns in diameter; ROG = reactive organic gases; - = no threshold. 1. Unmitigated construction emissions include compliance with SMAQMD Basic Construction Emissions. These measures include the following: water exposed surfaces two times daily; cover haul trucks; clean track outs with wet powered vacuum street sweepers; limit speeds on unpaved roads to 15 miles per hour; complete paving as soon as possible after grading; limit idle times to 5 minutes; properly maintain mobile and other construction equipment; and post a publicly visible sign with contact information to register dust complaints					

⁶ This addendum utilizes the thresholds of significance established by the SMAQMD on March 28, 2002, consistent with the Natomas Crossing EIR.

Construction Year	Pollutant				
	Reactive Organic Gases (ROG) lbs/day	Nitrogen Oxide (NO _x) lbs/day	Carbon Monoxide (CO) lbs/day	Coarse Particulate Matter (PM ₁₀) lbs/day	Particulate Matter (PM _{2.5}) lbs/day
<p>and take corrective action within 48 hours. These emissions do not include MM-4.4-1 through MM-4.4-2 from the Natomas Costco EIR. That would result in further reduction in NO_x and exhaust PM.</p> <p>2. In developing these thresholds, SMAQMD considered levels at which Project emissions are cumulatively considerable. Consequently, exceedances of Project-level thresholds would be cumulatively considerable.</p> <p>3. SMAQMD considers violations of the CO ambient air quality standard significant. Refer to Impact AQ-c.</p> <p>3. Source: Refer to the CalEEMod outputs provided in Appendix A, <i>Air Quality and Greenhouse Gas Memorandum</i>.</p>					

The Project site includes no existing pavement and construction does not require any demolition. Temporary emissions from site preparation and excavation, as well as from motor vehicle exhaust associated with construction equipment and the movement of equipment across unpaved surfaces, worker trips, etc., would occur. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities.

As shown in **Table 4.5-1**, the Project construction emissions would not exceed any SMAQMD thresholds. Further, the SMAQMD recommends the implementation of all Basic Construction Control Emissions Practices, whether or not construction-related emissions exceed applicable significance and the Project will implement the SMAQMD Basic Construction Control Emissions Practices to control dust at the Project site during all phases of construction, refer to Appendix A.

As shown above, Project construction would be less than significant with implementation of SMAQMD Basic Construction Control Emissions Practices. Additionally, the Natomas Crossing EIR concluded short-term construction impacts could be potentially significant and therefore included Mitigation Measures 4.4-1(a-d) and 4.4-2 to reduce impacts to less than significant. These mitigation measures would require: all heavy-duty (>50 horsepower), off-road vehicles to be used in the construction project, to achieve a project-wide fleet-average 20 percent NO_x reduction and 45 percent particulate reduction compared to the most recent CARB fleet average at the time of construction; a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 hp, that will be used an aggregate of 40 or more hours during any portion of the project; emissions from all off-road, diesel-powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour; payment of a mitigation fee to the SMAQMD to offset any remaining construction-generated daily NO_x emissions in excess of the SMAQMD’s significance threshold of 85 lbs/day; and a dust-control plan to the City of Sacramento Development Services Department.

There are no new or changed circumstances relevant to the Project as compared to the Natomas Crossing EIR that could result in a new significant impact or a significant impact that is substantially more severe than significant impacts previously disclosed. Prior to mitigation, the Project would result in emissions that are below the thresholds of significance; however, consistent with the Natomas Crossing EIR, the Project would implement Mitigation Measures 4.4-1(a-d) and 4.4-2 to further reduce impacts associated with construction emissions. No new mitigation measures would be required.

Long- Term Emissions

Project-generated increases in emissions would be predominantly associated with motor vehicle use by customers, employees, and deliveries travelling to and from the site. To a lesser degree, secondary effects could occur from increases in emissions from increased power usage from refrigeration units, landscape maintenance equipment, and architectural coatings. **Table 4.5-2: Maximum Project Operational Emissions** shows that the Project’s maximum emissions would not exceed SMAQMD operational thresholds⁷, prior to the imposition of any mitigation measures identified in the Natomas Crossing EIR.

Table 4.5-2: Maximum Project Operational Emissions

Emission Source	Pollutant				
	Reactive Organic Gases (ROG) lbs/day	Nitrogen Oxide (NO _x) lbs/day	Carbon Monoxide (CO) lbs/day	Coarse Particulate Matter (PM ₁₀) lbs/day	Particulate Matter (PM _{2.5}) lbs/day
Area	4.14	>0.01	0.018	>0.01	>0.01
Energy	0.12	1.06	0.89	0.08	0.08
Mobile	20.88	13.56	103.52	15.46	4.22
Off-road	0.21	1.92	2.29	0.12	0.11
Total Project Emissions	25.34	16.53	106.71	15.66	4.41
<i>SMAQMD Significance Threshold</i> ^{1, 2}	65	65	-	-	-
Exceed SMAQMD Threshold?	No	No	-	-	-

SMAQMD = Sacramento Metropolitan Air Quality Management District; CO = carbon monoxide; NO_x = nitrogen oxide; PM_{2.5} = particulate matter no more than 2.5 microns in diameter; PM₁₀ = particulate matter no more than 10 microns in diameter; ROG = reactive organic gases; – = no threshold.

1. In developing these thresholds, SMAQMD considered levels at which project emissions are cumulatively considerable. Consequently, exceedances of project-level thresholds would be cumulatively considerable.

2. SMAQMD considers violations of the CO ambient air quality standard significant. Refer to Impact AQ-C.

3. Source: Refer to the CalEEMod outputs provided in Appendix A, *Air Quality and Greenhouse Gas Memorandum*.

As shown in **Table 4.5-2**, operation of the Project would not exceed SMAQMD thresholds. Additionally, as discussed in the Transportation Memorandum prepared for the Project, the Project is estimated to generate fewer primary trips than were assumed for Quadrant C in the Natomas Crossing EIR. After Project development, approximately 33 percent of primary trips estimated by the Natomas Crossing EIR would still be available for future retail development within Quadrant C. Any future development would also be subject to CEQA review. Given that the Project trips and operations are consistent with the assumptions in the Natomas Crossing EIR for Quad C, the Project would not result in additional mobile source emissions beyond what was evaluated in the Natomas Crossing EIR.

The Natomas Crossing EIR concluded long-term operational impacts could be potentially significant and unavoidable and therefore included Mitigation Measure 4.4-3 to reduce long-term operational impacts.

⁷ This addendum utilizes the thresholds of significance established by the SMAQMD on March 28, 2002, consistent with the Natomas Crossing EIR.

Mitigation Measure 4.4-3 would require the Project to implement an Air Quality Mitigation Plan outlining consistency with applicable emission reduction strategies recommended by the SMAQMD. However, the Natomas Crossing EIR determined that long-term operational impacts would remain significant and unavoidable even after implementation of Mitigation Measure 4.4-3.

Subsequent to the Natomas Crossing EIR, the SMAQMD adopted the Natomas Crossing Regional Retail & Medical Complex operational Air Quality Mitigation Plan (AQMP). Adoption of the AQMP completed implementation of Mitigation Measure 4.4-3. Even though the Project would not exceed the applicable emissions thresholds, the Project would be required to comply with all applicable requirements of the AQMP further reducing operational air quality emissions as shown in **Table 4.5-2**. **Table 4.5-2** also conservatively shows unmitigated emissions.

Global Climate Change

The previous Natomas Crossing EIR concluded project-level and cumulative impacts related to greenhouse gas (GHG) emissions would be less than significant. The largest source of GHGs identified in the Natomas Crossing EIR would be on- and off-site motor vehicle use.

The Project site is part of the 38.5 acres of Quadrant C zoned as Shopping Center to allow for the future development of retail space up to 404,580 sf total. The Project proposes the development of a 160,526-sf Costco on 17.84 acres within Quadrant C. The Project is within the development potential anticipated for the site and would not result in additional GHG emissions beyond what was identified in the Natomas Crossing EIR. Furthermore, the Project would be designed in compliance with the latest applicable Title 24 Building Energy Efficiency Standards.

Impacts to air quality and greenhouse gas emissions associated with the Project are within the Natomas Crossing EIR assumptions. The Project would result in less-than-significant impacts, and with the incorporation of mitigation measures from the Natomas Crossing EIR, impacts would be further reduced. Therefore, the Project itself would result in less severe impacts than the significant and unavoidable impacts that were previously analyzed and the impacts from development of Quad C will be no greater than studied in the EIR. There are no new or changed circumstances relevant to the Project as compared to the Natomas Crossing EIR that could result in a new significant impact or a significant impact that is substantially more severe than significant impacts previously disclosed. No new mitigation measures would be required. In addition, there is no new information of substantial importance showing that the Project would have one or more significant effects not previously discussed. Further, there is no new information of substantial importance showing that mitigation measures considerably different from those analyzed in the Natomas Crossing EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative. For these reasons, impacts from the Project related to air quality and greenhouse gas emissions would not require the preparation of a subsequent environmental document.

4.6 Transportation and Circulation

Roadway System

The roadway component of the transportation system near the Project is described below.

Interstate 5

Interstate 5 (I-5) is located immediately west of the Project site. I-5 would provide the primary regional access to the Project site. To the south, I-5 provides access to I-80, and continues into Sacramento's Central City. To the north, I-5 provides access to State Routes 70 and 99 (SR 70 and SR 99), and provides access to Sacramento International Airport. The Project site is served by interchanges with I-5 at Arena Boulevard.

Arena Boulevard

Arena Boulevard is an east-west arterial roadway, extending from El Centro Road to the west and Gateway Park Boulevard to the east. It accommodates four to eight through lanes. In the Project vicinity, it has six to eight lanes. Arena Boulevard has a full interchange with I-5. West of El Centro Road, it continues as Natomas Central Drive. East of Gateway Park Boulevard, it continues as North Market Boulevard.

East Commerce Way

East Commerce Way is a north-south arterial roadway which parallels I-5 to the east. To the north, it extends to Elkhorn Boulevard. It currently terminates south of the Natomas Crossing Drive but is planned to extend to San Juan Road. East Commerce Way is planned to accommodate two to six through lanes. It currently has six lanes along the site frontage.

Private Drive A

Private Drive A is an existing road within Quadrant C that runs north-south on the east boundary of the Project site. Private Drive A terminates just south of the Amelia Earhart Ave but is planned to extend further. To the north Private Drive A connects with Arena Blvd.

Prosper Road Extension

Prosper Road extension is an existing internal road on the east side of Quadrant C that run east-west and connects East Commerce Way to Private Drive A. This internal road provides access to the north end of the Project site.

Amelia Earhart Ave Extension

Amelia Earhart Ave extension is an existing internal road on the east side of Quadrant C that that run east-west and connects East Commerce Way to Private Drive A. This internal road provides access to south end of the Project site.

Intersections and Roadway Segments

The Natomas Crossing EIR concluded, based on a traffic study prepared for the EIR, that intersection impacts from the Natomas Crossing project, under the 2030 General Plan level of service (LOS) thresholds, would increase traffic volumes at study area intersections and would cause a significant impact under the baseline-with-project scenario at the intersection of East Commerce Way and Arena Boulevard.¹⁰ This

impact would be reduced to a less-than-significant level through the implementation of Natomas Crossing EIR Mitigation Measure 4.2-1, which included improvements to the roadway and the provision of funding to the City Traffic Operations Center (TOC) to monitor and retune the traffic signal. All other intersections were anticipated to operate at acceptable LOS levels, based on 2030 General Plan LOS thresholds.

Under cumulative-plus-project conditions, the Natomas Crossing EIR concluded that project traffic would have significant effects at various intersections in the project vicinity. However, with implementation of Natomas Crossing EIR Mitigation Measures 4.2-18(a) through 4.2-18(h) that would result in a range of roadway improvements and fair-share fees, cumulative project impacts to traffic and roadways would be mitigated to a less-than-significant level.

Following certification of the Natomas Crossing EIR, the City adopted the 2035 General Plan, which included policy revisions to the City's LOS standard (Policy M.1.2.2. Level of Service (LOS) Standard), to allow for greater flexibility in the application of the City's standards based on area-specific needs. The policy revision established variable LOS thresholds. While the City would maintain the goal of roadway operations at LOS D or better, the policy revisions identified areas and roadway segments for which LOS E or F would be permitted. However, the Project site remains within an area for which LOS D or better is the applicable threshold under the 2035 General Plan.

As discussed further below, the Project is consistent with the trip assumptions in the Natomas Crossing EIR and would not have a greater impact on LOS than previously analyzed. However, existing law is that "automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment" under CEQA, except for roadway capacity projects. (See Pub. Res. Code § 21099(b)(2).) LOS impacts are therefore irrelevant for CEQA purposes. (See *Citizens for Positive Growth & Preservation v. City of Sacramento* (2019) 43 Cal.App.5th 609, 625.)

Uses have evolved in the vicinity of the Project site since certification of the Natomas Crossing EIR. At the time of preparation of the EIR, Sleep Train Arena (also called Arco Arena in the EIR) was in operation, bringing substantial traffic to the project vicinity during special events. Sleep Train Arena is no longer in operation and redevelopment of the site for other uses is anticipated in the future, however the types of uses resulting from redevelopment of that site are not known at this time. As it relates to traffic impacts, the analysis in the EIR did not include special event traffic at Sleep Train Arena, and instead focused on weekday and weekend AM and PM peak hour traffic baselines, to determine impacts from the Natomas Crossing project on normal traffic conditions. For this reason, the present non-operational status of Sleep Train Arena would not have a substantive influence on AM and PM peak hour traffic conditions, as compared to conditions analyzed in the EIR. Development has also commenced in Quadrant B of Area 3 in the Natomas Crossing project area, immediately north of the project site across Arena Blvd.

The Project would develop 17.84 acres of Quadrant C within Area 3 of the Natomas Crossing project area, with retail use (i.e. Costco). The Project would provide vehicle access via Private Drive A in the northeast corner to Arena Blvd and two existing internal access roads to East Commerce Way, configured as shown in in *Figure 3.1-1*.

A Transportation Memorandum was prepared for the Project by Kittelson and Associates (see *Appendix B*). According to the Transportation Memorandum, the Project would generate 5,841 daily weekday primary trips, which is less than and encompassed within the daily weekday primary trips analyzed in the

Natomas Crossing EIR for Quadrant C; see **Table 4.6-2: Natomas Crossing and Project Trip Generation Comparison** below.

Methodology

To best evaluate the anticipated transportation characteristics of the Project, the Transportation Memorandum used the Costco trip database to develop a trip generation estimate as it provides use-specific data that most accurately represents the anticipated transportation characteristics of this unique development type. The warehouse trip rates summarized herein rely on data collection conducted at Costco sites located across the western region of the United States. The trip studies were completed using industry standard engineering practices consistent with guidance within Institute of Transportation Engineers (ITE) standard reference, *Trip Generation Manual*, 11th Edition.. These cordon surveys were conducted between 2015 and 2021 and include 21 surveys of Costco warehouses with fuel stations in California, Arizona, Oregon, Utah, and Washington. The Costco buildings surveyed range in size between 121,771 square feet and 231,411 square feet, with an average size of 156,510 square feet. The existing Costco locations all included fuel stations, ranging from 16 to 32 fueling positions. Because the proposed Costco warehouse does not include a fuel station, fuel stations trips were isolated and removed from the dataset. **Table 4.6-1: Trip Characteristics for Costco Warehouse** summarizes trip characteristics for the weekday PM peak hour. Costco warehouses are not open during weekday AM peak hours and, therefore, are not included in the evaluation.

Table 4.6-1: Trip Characteristics for Costco Warehouse

Land Use	Weekday Daily Trip Rate (KSF)	Weekday PM Peak Hour		
		Total	In	Out
Costco Warehouse	69.98	5.76	47%	53%
Primary Trips	-	53%		
Pass-by Trips	-	22%		
Diverted Trips	-	26%		
Source: Kittelson & Associates, Inc., 2022; ITE <i>Trip Generation Manual</i> , 11 th Edition				

As shown in **Table 4.6-1**, the Project is expected to generate 69.98 daily weekday trips per KSF and 5.76 weekday PM peak hour trips per KSF. These rates are higher than rates from ITE’s *Trip Generation Manual*, 11th Edition, for Land Use 857 (Discount Club) – 42.46 weekday daily and 4.19 weekday PM peak hour per KSF, respectively. This comparison confirms that this analysis takes a conservative approach.

The percentages of primary, pass-by, and diverted trips are taken from member surveys taken at existing Costco warehouses. These trip types are described below.

- Primary Trips: an entirely new trip on the roadway system for the express purpose of driving to and from Costco
- Pass-by Trips: existing trips on roadways adjacent to the site for which drivers turn into the Costco site and then, after shopping, continue to their ultimate destination
- Diverted Trips: existing trips on nearby roadways in which a driver decides to drive out of their way for a distance to shop at Costco and, when their shopping is concluded, continues their trip to the ultimate destination

Project Trip Generation Comparison

The Transportation Memorandum estimated trip generation for the Project for the weekday PM peak hour, Saturday midday peak hour, and weekday daily using the trip rates presented in **Table 4.6-1**. Pass-by and diverted rates for the weekday PM peak hour were used to estimate weekday daily pass-by and diverted trips. The Transportation Memorandum used the Natomas Crossing Draft EIR and its appendices to document the trip generation assumed for Quadrant C of the Natomas Crossing EIR. **Table 4.6-2** presents the trip generation comparison of Project trips and Quadrant C trips assumed in the EIR.

Table 4.6-2: Natomas Crossing and Project Trip Generation Comparison

Land Use	Size (sq. f.t)	Weekday Daily	Weekday AM Peak			Weekday PM Peak		
			Total	In	Out	Total	In	Out
<i>Natomas Costco Project Site</i>								
Project Total Site Trips	160,526	11,234	Costco is not open during the Weekday AM Peak Hour			925	435	490
Pass-by Trips		(2,471)				(203)	(96)	(108)
Diverted Trips		(2,921)				(240)	(113)	(127)
Project Primary Trips		5,841				481	226	255
<i>Quadrant C (Natomas Crossing EIR)</i>								
Office Trips	200,000	2,275	327	288	39	303	52	251
Retail Trips	393,200	16,536	345	210	135	1,592	780	812
Total Site Trips		18,811	672	498	174	1,895	832	1,063
Retail Pass-by Trips		(4,318)	(90)	(55)	(35)	(416)	(204)	(212)
Quad C Internal Trips		(1,889)	(68)	(34)	(34)	(182)	(91)	(91)
Quad C Primary Trips		12,604	514	409	105	1,297	537	760
Source: Kittelson & Associates, Inc., 2022; Natomas Crossing Draft EIR, April 2009								

The Natomas Crossing EIR estimated the number of trips anticipated to be generated by development of the 38.5 acres of Quadrant C zoned as SC_PUD using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 8th Edition Land Use Code 820 - Shopping Center. This rate accounted for the various uses (e.g., strip mall, big box retail, small scale retail) that can comprise a shopping center.⁸ In other words, the trip rates in the Natomas Crossing EIR assumed and account for large anchor retail uses, like Costco, that would generate a higher volume of trips relative to the amount of land developed as well as smaller retail uses, such as the existing Chevron or the Chipotle, which contribute a relatively smaller share of trips toward the total projection.

As shown in **Table 4.6-2**, the Project is estimated to generate fewer primary trips than were assumed for Quadrant C in the Natomas Crossing EIR. For example, the Project would generate 5,841 weekday daily primary trips, of which 481 are estimated to occur in the weekday PM peak hour, whereas Quadrant C

⁸ Per the ITE Trip Generation Manual (8th edition), the 820- Shopping Center ITE code considers that a shopping center is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. It often has more than one anchor store.

was estimated to generate 12,604 weekday daily trips, of which 1,297 were estimated to occur in the weekday PM peak hour. The Project is consistent with the uses evaluated in the Natomas Crossing EIR, and specifically is consistent with the uses assumed in the 820- Shopping Center ITE code. Specifically, the trips from the Quadrant C total that would be attributable to the Project is consistent with the amount of trips an anchor retail use within Quadrant C would have been projected to generate based on the total number of trips assigned to all shopping center development in Quadrant C by the Natomas Crossing EIR.

The remaining portions of Quadrant C that are not proposed for development by the Project, including the 1.47 acre portion of the Project site reserved for future commercial development, have been and would be developed as considered in the Natomas Crossing EIR and in compliance with zoning for Quadrant C. This development would be expected to generate trips at a lower rate than the Project. Should future development be proposed for areas within Quadrant C that differ from the Natomas Crossing EIR's assumptions about the mix of retail uses within Quadrant C, those future projects would be subject to subsequent, project-level CEQA consideration.

In addition to the trip generation rates summarized above, the Natomas Crossing EIR evaluated the Natomas Crossing development's potential to generate vehicle miles traveled (VMT) as part of the air quality modeling done for the project. The Project is consistent with land uses and intensities considered in the Natomas Crossing EIR, and is, therefore, consistent with the VMT identified in the Natomas Crossing EIR. Given that the Project would not generate new vehicle trips above and beyond what the Natomas Crossing EIR considered, and because the Project is consistent with the uses considered for the Project site that were used to generate the VMT projections in the Natomas Crossing EIR, the Project would not result in any new significant impacts, nor would it result in substantially more severe impacts related to transportation than were identified in the Natomas Crossing EIR. Additionally, Mitigation Measures 4.2-18(a) through 4.2-18(h) from the Natomas Crossing EIR requiring fair share contributions apply to the Project and would ensure a less-than-significant Project impact in accordance with the finding of the Natomas Crossing EIR.

The Project is consistent with the approved PUD and the Project would not alter the impacts to traffic or VMT relative to those analyzed in the Natomas Crossing EIR. There are no new or changed circumstances relevant to the Project as compared to the Natomas Crossing EIR that could result in a new significant impact or a significant impact that is substantially more severe than significant impacts previously disclosed. No new mitigation measures would be required beyond what was identified in the Natomas Crossing EIR. In addition, there is no new information of substantial importance showing that the Project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the EIR. Nor is there new information of substantial importance showing that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the Project, but the Project proponents declined to adopt the mitigation measure or alternative or that mitigation measures or alternatives considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative.

As discussed above, intersection performance is no longer an impact for CEQA purposes. Regardless, even if it were relevant, the Project itself would result in fewer trips than were analyzed in the Natomas

Crossing EIR, would not cause the trips analyzed in the Natomas Crossing EIR for the Quadrant C area to be exceeded, and would not result in more severe operational issues than were previously identified. The Project is consistent with the land use assumptions that were used to generate VMT projections in the Natomas Crossing EIR, and it would not result in increased VMT as compared with the Natomas Crossing EIR. For these reasons, impacts related to Project area intersections from the Project would not require the preparation of a subsequent environmental document, and impacts would remain as disclosed in the Natomas Crossing EIR.

Freeway Mainline, Ramp Junction, and Ramp Queuing

The Natomas Crossing EIR analyzed project level impacts to the freeway mainline, ramp junctions, and ramp queuing, from the Natomas Crossing project. Impacts to those facilities, from the Natomas Crossing project, were found to be less than significant, as the Project would add traffic volumes to those facilities but traffic conditions would not exceed standards of significance. However, the EIR also concluded that the Natomas Crossing project would cumulatively increase volumes on the freeway mainline and impact freeway ramp junctions during the PM peak hour, resulting in significant and unavoidable cumulative impacts.

As described above, relative to the project evaluated in the EIR, the Project would generate fewer primary trips as well as fewer total site trips than were assumed for Quadrant C in the Natomas Crossing EIR. As demonstrated in the Natomas Crossing EIR, freeway facilities in the project area function well within their respective capacities, and project level impacts to those facilities from the Project would be less than significant. However, the Project would cumulatively contribute to the significant and unavoidable impact to freeway facilities determined by the Natomas Crossing EIR. Though there would still be a significant and unavoidable cumulative impact, the Project would not alter the cumulative impacts to freeway facilities relative to those discussed in the Natomas Crossing EIR.

There are no new or changed circumstances relevant to the Project as compared to the Natomas Crossing EIR that could result in a new significant impact or a significant impact that is substantially more severe than significant impacts previously disclosed. In addition, there is no new information of substantial importance showing that the Project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the EIR. There is no new information of substantial importance showing that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents declined to adopt the mitigation measure or alternative or that mitigation measures or alternatives considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative. For these reasons, impacts to Project area freeway facilities and freeway function from the Project would not be different than were analyzed and disclosed under the Natomas Crossing EIR, and subsequent environmental review is not required.

Pedestrian and Bicycle Circulation

Analysis of impacts to pedestrian and bicycle circulation in the Natomas Crossing EIR determined that the Natomas Crossing project would have a potentially significant impact on such facilities because specific information on improvements to on- and off-site bicycle and pedestrian facilities was not available at the

time the EIR was prepared. The Natomas Crossing EIR found that impact would be mitigated to a less-than-significant level through implementation of Natomas Crossing EIR Mitigation Measure 4.2-6. The measure requires that prior to issuance of building permits, the Project application shall identify the necessary on- and off-site pedestrian and bicycle facilities to serve the proposed development to the satisfaction of the City of Sacramento Traffic Engineering Division.

The Natomas Costco Project would provide access for pedestrians via sidewalks, constructed as required by City design guidelines. Internal pedestrian circulation would be directed from on-site parking areas to and from the entry and exit of the Costco building. Pedestrian pathways would also run from the Costco building to the parking lots on the east, southeast, and south sides. Additionally, the Natomas Costco Project would include a bike path connection to an existing multi-use trail located just outside of the west perimeter of the Project boundary. The Project would connect to the multi-use trail in the southwest corner of the Project site outside of the parking lot.. The Project would include 33 short term and 14 long term bicycle parking spaces on the Project site located near the two bicycle connections from Private Drive A to the multi-use trail west of the site. Therefore, the Project would add to the City's bicycle transportation network consistent with Mitigation Measure 4.2-6, resulting in a less-than-significant impact on pedestrian and bicycle circulation.

The Project would not alter the impacts to pedestrian and bicycle circulation relative to those discussed in the Natomas Crossing EIR. There are no new or changed circumstances relevant to the Project as compared to the Natomas Crossing EIR that could result in a new significant impact or a significant impact that is substantially more severe than significant impacts previously disclosed. For these reasons, impacts to project area pedestrian and bicycle circulation from the Project would not be different than were analyzed and disclosed under the Natomas Crossing EIR, and subsequent environmental review would not be required.

Transit

Analysis in the Natomas Crossing EIR concluded that the Natomas Crossing project would increase demand for transit services. The EIR determined that although particular transit vehicles operate at or near capacity during the peak commuter periods, a review of existing transit operations and plans for future transit services indicate that there is ample capacity on the Regional Transit system to support the anticipated increase in trips from the Natomas Crossing project. The EIR further concluded that the existing and planned future transit system capacity is sufficient to accommodate the increased project-generated transit ridership. The EIR determined that project applicants would be required to contribute to the funding of the North Natomas Transit system, as described in the North Natomas Finance Plan, and to join the North Natomas Transportation Management Associations (TMA). The resulting impact to transit operations and facilities would be less than significant.

The nearest public transit routes to the Project site are provided by Sacramento Regional Transit (SacRT) and the North Natomas Transit Management Association (TMA) with transit stops at the Truxel Road/Natomas Crossing Drive intersection, approximately 0.7 mile east of the Project site. There are no existing transit facilities on the Project site, so construction and operation of the Project would not eliminate or alter existing transit facilities or disrupt transit operations. Therefore, impacts to transit from the Project would remain less than significant, consistent with the Natomas Crossing EIR. There are no new or changed circumstances relevant to the Project as compared to the Natomas Crossing EIR that

could result in a new significant impact or a significant impact that is substantially more severe than significant impacts previously disclosed. No subsequent environmental review would be required.

Parking

The Natomas Crossing EIR determined that impacts related to parking would be potentially significant because the number of parking spaces that would be provided as part of the Natomas Crossing project, were unknown as of the date of certification of the EIR. This impact from the Natomas Crossing project would be mitigated to less-than-significant levels through the implementation of Natomas Crossing EIR Mitigation Measure 4.2-8, which required the project to provide parking in accordance with City zoning requirements.

Note that parking availability itself is not an environmental impact for CEQA purposes. Regardless, the Project complies with both the City's zoning requirements and the previously-adopted mitigation measure. The Project includes a total of 945 parking stalls. Nineteen of the total parking stalls would be Americans with Disabilities Act (ADA) accessible. The parking stalls provided by the Project would surpass the zoning requirement for the Project site, exceeding the standards defined in Mitigation Measure 4.2-8. Even if parking were relevant for CEQA purposes, the Project would not result in impacts that are new or more severe as compared with the Natomas Crossing EIR's conclusion with respect to parking.

4.7 Biological Resources

As identified in the Natomas Crossing EIR, Quadrant C is currently vacant, undeveloped land that was previously mass graded in September 2002 and again in 2021. A biological survey was conducted prior to grading activities, and the survey did not detect the presence of any special-status species. In addition, prior to grading, the applicant paid the required Natomas Basin Habitat Conservation Plan (NBHCP) mitigation fees in September 2002.

The Natomas Crossing EIR identified the Natomas Crossing project area as being comprised of frequently tilled soil and weedy annual herbs. The Natomas Crossing EIR project area lacks trees and sensitive habitats including wetlands or other waters of the U.S. Vegetation in these developed areas primarily consists of small ornamental trees and irrigated turfgrass along with weedy annual vegetation. A manmade concrete-lined drainage ditch is located west of the western boundary of Quadrant C as identified in the Natomas Crossing EIR.

Quadrant C remains undeveloped and existing conditions are consistent with analyses included in the Natomas Crossing EIR regarding the lack of trees, wetlands or waters of the U.S., or regulated sensitive habitats. The Project would not result in the removal of any native or heritage trees, would not result in fill of the concrete-lined channel to the west of Quadrant C, and would not result in impacts to natural communities including riparian areas, vernal pools, or wetlands. As identified within the Natomas Crossing EIR, the five special-status plants that could occur within the Natomas Crossing project area require riparian or wetland habitat. Neither of these habitats occur within the Project site. Therefore, as documented in the Natomas Crossing EIR, project-related impacts to special status plants, trees, wetlands or other waters of the U.S., or natural communities are considered less than significant, and no mitigation is required.

The Natomas Crossing EIR identified 13 of the 18 special-status wildlife species listed in the NBHCP with the potential to nest or forage within the project site. However, the Natomas Crossing EIR found that impacts to special status species would be reduced to a less-than-significant level with implementation of Mitigation Measure 2. Mitigation Measure 2 requires that special status species survey be conducted prior to and within 14 days of site disturbance within the Natomas Crossing EIR area.

A Project specific CNDDDB search was performed on July 14, 2022, for special status plant and animal species. The CNDDDB search did not identify any occurrences of special status plants or animals within the Project site. The CNDDDB database search did identify two special status animal species with the potential to occur within the Project site due to historic occurrences within 5 miles of the Natomas Costco Project site. The two species are the Western Yellow Billed Cuckoo (*Coccyzus Americanus Occidentalis*), Song Sparrow (*Melospiza Melodia*). An individual Western Yellow-Billed Cuckoo was identified in 1877 in Sacramento with a 5-mile accuracy of its general location. This species is assumed in the CNDDDB database to be extirpated due to intensive development in Sacramento. There have been no known occurrences of this species in the Natomas Costco Project site or vicinity since 1877. An individual Song Sparrow was reported in 1900 in Sacramento with a five-mile range accuracy. It is presumed extant in the CNDDDB database; however, there are no known occurrences within the Project site. These species are highly mobile and their presence in the Project site is highly unlikely. Additionally, Mitigation Measure 2 from the Natomas Crossing EIR is applicable to the Project. Therefore, with implementation of Mitigation

Measure 2, impacts to the Song Sparrow and the Western Yellow- Billed Cuckoo would remain less than significant, consistent with the Natomas Crossing EIR.

An occurrence of burrowing owl (*Athene cunicularia*) was identified 0.15 miles west of the Project site, across the I-5 in 2003. the CNDDDB record for the occurrence includes a 0.2-mile buffer that does not overlap the Project site. Burrowing owl is assumed by the CNDDDB record to be possibly extirpated due to extensive development in Sacramento County. Additionally, I-5 is a barrier to migration between the occurrence location and the Project site that makes the presence of the burrowing owl on the Project site highly unlikely. With implementation of Mitigation Measure 2 impacts to burrowing owl would remain less than significant, consistent with the Natomas Crossing EIR finding of less-than-significant impact to special status species.

Per Mitigation Measure 2, prior to and within 14 days of site disturbance, preconstruction surveys for special-status species would be conducted by a qualified biologist retained by the Project applicant and approved by the Development Services Department. Should any special-status species be identified, appropriate measures would be implemented in compliance with the NBHCP (including implementation of Incidental Take Minimization Measures) for the review and approval of the Planning Director. Therefore, impacts to biological resources would remain less than significant in accordance with the Natomas Crossing EIR. For these reasons, impacts to biological resources as a result of the Project would not require subsequent environmental review.

4.8 Energy and Mineral Resources

The Energy and Mineral Resources section of the Natomas Crossing Initial Study and EIR described the existing site and evaluated potential impacts of the Natomas Crossing project with respect to energy and mineral resource use and accessibility.

The Natomas Crossing project site is not located in an area that has been identified as containing significant mineral deposits. Electrical service for the Natomas Crossing project site is provided by the Sacramento Municipal Utilities District (SMUD). As analyzed in the Initial Study to the Natomas Crossing EIR, the Natomas Crossing project site was previously planned to be used for urban development in the 2030 Sacramento General Plan and it was determined that, at buildout, PG&E would have sufficient natural gas supplies. The expected gas and electricity requirements for the Natomas Crossing project site planned in the 2030 General Plan and the current, 2035 General Plan would not require new sources of energy and therefore not cross the standard of significance and would result in a less-than-significant impact.

As the Project includes development consistent with the uses considered in the Natomas Crossing EIR for Quadrant C, the Project would have energy demand consistent with the findings of the Natomas Crossing EIR. There are no new or changed circumstances relevant to the Project as compared to the Natomas Crossing EIR that could result in a new significant impact or a significant impact that is substantially more severe than significant impacts previously disclosed. No new mitigation measures would be required. In addition, there is no new information of substantial importance showing that the project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the Natomas Crossing EIR. Further, there are no mitigation measures that were not considered in the Natomas Crossing EIR, that would more substantially reduce the potential effects of the Project on energy or mineral resource uses. For these reasons, impacts related to energy and mineral resources from the Project would remain less than significant, consistent with the Natomas Crossing EIR, and no subsequent environmental review would be required.

4.9 Hazards and Hazardous Materials

Accidental Release of Hazardous Substances

The Natomas Crossing EIR noted that Quadrant C could include retail, commercial, residential, general office, medical office, and hospital uses. The EIR concluded that retail and general office uses (anticipated uses at Quadrant C) would not routinely use hazardous materials and dismissed those uses from further discussion relating to use, transport, and disposal of hazards or hazardous materials.

The Project would include a pharmacy and lab and tire sales and services. These uses do have the potential to utilize and generate hazardous materials, however, hazardous materials would not be used, stored, or transported in a manner that would cause a threat to public safety, either during construction or operation of the Project. The use and transportation of generated hazardous materials are subject to stringent local, State, and federal regulations, the intent of which is to minimize the public's risk of exposure. Therefore, the risk that the Project would cause an accidental release of hazardous materials that could create a public or environmental health hazard is unlikely, and the impact of construction and medical operation-related hazardous chemical use would be considered less than significant and no new or previously dismissed mitigation measures would be required.

Contaminated Soil or Groundwater

The Natomas Crossing EIR evaluated the potential for exposure to contaminated soil or contaminated groundwater, with a focus on Quadrant C, within the Natomas Crossing site. The EIR cited the Phase I Environmental Site Assessment (Phase I) prepared in December 1996 for Pacific Crest Properties' Property B which included Quadrant C. The Phase I did not identify any residual hazards from previous agricultural uses as problematic for residential or commercial development of Quadrant C. Petroleum hydrocarbon contaminated soils were identified in the northern 10 acres of Quadrant C that were previously used as a nursery as part of the Phase I field investigation. However, soil removal and proper disposal was completed in 1996 and found to pose no risk to future site development by the Phase I. Subsequent to the Phase I, the Quadrant C project site was evaluated in the Natomas Crossing EIR. No evidence of hazardous materials (e.g., soil staining, stressed vegetation) was recorded as occurring on the project site. A hazardous materials database search found two leaking underground storage tanks (LUSTs), one potential Superfund site, and six underground storage tanks (USTs) within the vicinity of the project area. However, the Natomas Crossing EIR found each of these sites to have no effect on development anticipated in Quadrant C.

Based on a review of the GeoTracker⁹ and Envirostor¹⁰ databases conducted on July 15, 2022, there are no new hazardous materials sites on the Project site or in the vicinity of the Project site that were not accounted for in the Natomas Crossing EIR and associated Natomas Crossing Initial Study. Accordingly, there are no new or changed circumstances relevant to the Project as compared to the Natomas Crossing EIR that could result in a new significant impact or a significant impact that is substantially more severe than significant impacts previously disclosed. No new mitigation measures would be required. For these reasons, impacts related to hazards from exposure to contaminated soil or groundwater resulting from

⁹ State Water Resources Control Board. 2022. GeoTracker Database. Available at <https://geotracker.waterboards.ca.gov/>. Accessed July 15, 2022.

¹⁰ Department of Toxic Substances Control. 2022. Envirostor Database. Available at <https://www.envirostor.dtsc.ca.gov/public/>. Accessed July 15, 2022.

implementation of the Project would not require the preparation of a subsequent environmental document.

Emergency Evacuation Plan

As described in the Natomas Crossing EIR, development of the Natomas Crossing project site would be located within an area planned for urban development. Development analyzed in the Natomas Crossing EIR would not be anticipated to impair the implementation of, or physically interfere with, an emergency response plan or emergency evacuation plan. The Project would develop a portion of Quadrant C within anticipated development levels analyzed in the EIR. Development would not require substantial road closures or other elements that may impair the implementation of, or physically interfere with, an emergency response plan or emergency evacuation plan. The Natomas Costco Project impact would remain consistent with the impact finding of the Natomas Crossing EIR and preparation of a subsequent environmental document would not be required.

Fire Hazards

Impacts related to fire hazards as a result of the Natomas Crossing project were evaluated in Natomas Crossing EIR. As described in the Initial Study within that EIR, the Natomas Crossing project site is regularly disced but can be seasonally covered by grasses. Construction activities occurring during the dry season may create sparks that could ignite dry grasses and weeds in the Natomas Crossing project area or on the project site. However, the Natomas Crossing EIR found that vegetation management practices related to agricultural and urban uses in the project area would ensure that wildland fires would be unlikely to occur. The Project would develop the Project site with urbanized uses analyzed in the Natomas Crossing EIR for Quadrant C. The Project would be subject to similar conditions for which vegetation management practices would remain applicable and effective in minimizing the potential fire hazards from construction. For this reason, this impact would remain consistent with the impact finding of the Natomas Crossing EIR and preparation of a subsequent environmental document would not be required.

Conclusion

As they relate to hazards and hazardous materials, Project impacts would not be significantly changed from those previously analyzed in the Natomas Crossing EIR. The Project would not have more significant impacts than were identified within the Natomas Crossing EIR or increase the severity of impacts discussed therein. No additional mitigation measures are described herein that were not considered in the Natomas Crossing EIR. For this reason, impacts relating to hazards or hazardous materials resulting from the Project would not require the preparation of a subsequent environmental document.

4.10 Noise

The previous Natomas Crossing EIR concluded impacts to construction noise, construction-induced vibrations, traffic noise at off-site residential uses, and cumulative increase in noise would be less than significant.

Construction Noise

Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation, paving). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. During construction, exterior noise levels could affect the residential neighborhoods surrounding the construction site. Natomas Costco Project construction would occur, at a minimum, 50 feet from multi-family residences to the south. Noise levels typically attenuate (or drop off) at a rate of 6 dB per doubling of distance from point sources, such as industrial machinery.

Construction activities associated with development of the Project would include site preparation, grading/earthwork, paving, building construction, and architectural coating. Such activities would require graders and scrapers during site preparation; graders, scrapers, and dozers during grading; cranes, lifts, generators, and welders during building construction; and air compressors during architectural coating. Grading and excavation phases of project construction tend to be the shortest in duration and create the highest construction noise levels due to the operation of heavy equipment required to complete these activities. It should be noted that only a limited amount of equipment can operate near a given location at a particular time. Equipment typically used during this stage includes heavy-duty trucks, backhoes, bulldozers, excavators, front-end loaders, and scrapers. Operating cycles for these types of construction equipment may involve one or two minutes of full-power operation followed by three to four minutes at lower power settings. Other primary sources of noise would be shorter-duration incidents, such as dropping large pieces of equipment or the hydraulic movement of machinery lifts, which would last less than one minute.

The City of Sacramento exempts construction noise standards under Section 8.68.080 of the municipal code between the hours of 7:00 a.m. to 6:00 p.m. on Monday through Saturday. The majority of construction throughout the Project site would remain between these times and will not be concentrated at a single point near sensitive receptors. If construction would exceed the allowed hours in Section 8.68.080, the additional off-hour construction would require permit approval from the Director of Building Inspections.

Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. Typical noise levels associated with individual construction equipment would result in a maximum of 88 dBA at 50 feet. Noise impacts for mobile construction equipment are typically assessed as emanating from the center of the equipment activity or construction site.¹¹ For the proposed project, this center point would be approximately 670 feet from the nearest sensitive receptor, the multi-family residences to the south. At 670 feet, typical noise levels associated with individual

¹¹ For the purposes of this analysis, the construction area is defined as the center of the project site per the methodology in the FTA Transit Noise and Vibration Impact Assessment Manual (September 2018). Although some construction activities may occur at distances closer than 670 feet from the nearest properties, construction equipment would be dispersed throughout the project site during various construction activities. Therefore, the center of the project site represents the most appropriate distance based on the sporadic nature of construction activities.

construction equipment would result in a maximum of 65 dBA. The two loudest pieces of construction equipment operating simultaneously would generate noise levels of 67 dBA. The FTA Noise and Vibration Manual establishes construction noise standards of 80 dBA $L_{eq(8-hour)}$ for residential uses and 90 dBA $L_{eq(8-hour)}$ for commercial and industrial uses. Therefore, construction noise levels would be below FTA noise thresholds.

Construction noise may be generated by large trucks moving materials to and from the Project site. Large trucks would be necessary to deliver building materials as well as remove dump materials. Excavation and cut and fill would be required. Based on the CalEEMod default assumptions for this Project, as analyzed in Natomas Costco Project Air Quality and Greenhouse Gas Emissions Analysis (*Appendix A*), the Project would generate the highest number of daily trips during the site preparation phase. The model estimates that the Project would generate up to 2 worker trips per day and 298 hauling trips per day for site preparation. Because of the logarithmic nature of noise levels, a doubling of the traffic volume (assuming that the speed and vehicle mix do not also change) would result in a noise level increase of 3 dBA (i.e., a perceptible increase). According to the Caltrans *Technical Noise Supplement to the Traffic Noise Analysis Protocol* (2013), it takes a doubling of traffic volumes to result in a 3 dBA increase. The surrounding streets have an average daily traffic (ADT) volume of approximately 22,000 vehicles. A typical fleet mix assumes approximately 2 percent (i.e., 440 per day) of these vehicles would be trucks. Therefore, 300 Project construction trips (i.e. 2 worker trips plus 298 hauling trips) would not double the existing traffic volume per day. Construction related traffic noise would not be noticeable and would not create a significant noise impact.

Based on the noise levels discussed above and the distance to nearest receptors, construction noise would result in a less-than-significant impact, which is consistent with the findings in the Natomas Crossing EIR. There are no new or changed circumstances relevant to the Project as compared to the Natomas Crossing EIR that could result in a new significant impact or a significant impact that is substantially more severe than significant impacts previously disclosed. No subsequent environmental review would be required.

Construction Vibration

Increases in groundborne vibration levels from the Project would be primarily associated with short-term construction-related activities. Project construction would require the use of off-road equipment, such as concrete mixers and haul trucks. The Project is not expected to use major groundborne vibration-generating construction equipment, such as pile drivers. Based on the vibration levels, ground vibration generated by construction equipment would not be anticipated to exceed approximately 0.089 inches per second peak particle velocity (ppv) at 25 feet. Predicted vibration levels at the nearest on- and off-site structures (350 feet for non-residential structures and 50 feet for residential) would not exceed the minimum recommended criteria for structural damage and human annoyance (0.002 and 0.089 in/sec ppv, respectively). The FTA threshold for vibration is 0.2 in/sec. As a result, this impact would be less than significant, which is consistent with the conclusions in the Natomas Crossing EIR. There are no new or changed circumstances relevant to the Project as compared to the Natomas Crossing EIR that could result in a new significant impact or a significant impact that is substantially more severe than significant impacts previously disclosed. No subsequent environmental review would be required.

Operations

As discussed in the Natomas Crossing EIR, the Project site has an existing noise level of 60.8 L_{dn}. The City established an exterior incremental noise increase standard of 2 dBA where existing noise levels are 60 L_{dn}. As such, operations of the Project shall not exceed 62.8 dBA, consistent with the City's Exterior Incremental Noise Standards.

Mechanical Equipment

Regarding mechanical equipment, the Natomas Costco Project would generate stationary-source noise associated with heating, ventilation, and air conditioning (HVAC) units. HVAC units typically generate noise levels of approximately 52 dBA at 50 feet.¹² The nearest existing sensitive receptor's property lines are located approximately 450 feet from the Project site. At 450 feet, mechanical equipment noise levels, combined with existing noise levels referenced above, would be 60.8 dBA. The Project would also include a tire center approximately 625 feet north of the nearest sensitive receptors. A tire center/vehicle maintenance equipment would generate noise levels of 78.2 dBA at 50 feet¹³ and would only occur during Costco's normal daytime operating hours. At the distance to the nearest sensitive receptor, combined with existing noise levels, noise levels would attenuate to 62.1 dBA which would not exceed the City's Exterior Incremental Noise Standards. The Project would not place mechanical equipment near residential uses, and noise from this equipment would not be perceptible at the closest sensitive receptor (existing single-family residences to the east of the Project site). Impacts from mechanical equipment would remain less than significant, consistent with the Natomas Crossing EIR findings.

Parking Areas

Traffic associated with parking areas is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the CNEL scale. However, the instantaneous maximum sound levels generated by a car door slamming, engine starting up and car pass-bys range from 53 to 61 dBA¹⁴ at 50 feet. This may be an annoyance to noise-sensitive receptors. Parking lot noise can also be considered a "stationary" noise source. Conversations in parking areas may also be an annoyance to sensitive receptors. Sound levels of speech typically range from 33 dBA at 48 feet for normal speech to 50 dBA at 50 feet for very loud speech.¹⁵ It should be noted that parking lot noise are instantaneous noise levels compared to noise standards in the CNEL scale, which are averaged over time. As a result, actual noise levels over time resulting from parking lot activities would be far lower.

The Project includes a surface parking area. Combined noise levels associated with parking and existing noise would be a maximum of 62.7 dBA at the property line of the nearest sensitive receptors 70 feet to the south. In addition, parking lot noise would also be partially masked by the background noise from traffic along Private Drive A and I-5. Noise associated with parking lot activities is not anticipated to exceed the City's Exterior Incremental Noise Standards or the California Land use Compatibility Standards during operation. Therefore, noise impacts from parking lots would remain less than significant, consistent with the Natomas Crossing EIR findings.

¹² Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden. (2010). *Noise Navigator Sound Level Database with Over 1700 Measurement Values*.

¹³ Ibid.

¹⁴ Kariel, H. G., *Noise in Rural Recreational Environments*, Canadian Acoustics 19(5), 3-10, 1991.

¹⁵ Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden. (2010). *Noise Navigator Sound Level Database with Over 1700 Measurement Values*.

Truck and Loading Area

During truck loading and unloading activities, noise would be generated by the trucks' diesel engines, exhaust systems, and brakes during low gear shifting' braking activities; backing up toward the docks; dropping down the dock ramps; and maneuvering away from the docks. Loading/unloading activities would occur on the northern portion of the proposed distribution facility building. Driveways and access to the truck loading area would occur along nearby roadways.

The Project includes four dock-high doors for truck loading/unloading operations on the northeast corner of the building. Loading dock noise is approximately 64.4 dBA at 50 feet.¹⁶ The dock-high doors would be located approximately 850 feet from the nearest residences to the east and 1,050 feet to the multi-family residences to the south. At the nearest sensitive receptor (the residences 850 feet to the east), loading dock noise levels, combined with existing noise levels, would be approximately 60.8 dBA and would not exceed the City's Exterior Incremental Noise Standards.

Trucks at the Project site would also utilize backup alarms during loading/unloading activities. The backup alarms that will be used at the Project site produce a typical noise level of 79 dBA at 30 feet.¹⁷ Backup alarm noise levels at the nearest noise-sensitive receptors (residential uses approximately 850 feet to the east), combined with existing noise levels, would be approximately 61.1 dBA which would not exceed the City's Exterior Incremental Noise Standards.¹⁸ In addition, while there would be temporary noise increases during truck maneuvering and engine idling, these impacts would be of short duration and infrequent. Therefore, noise levels from trucks and loading/unloading activities would not exceed any local noise standards. Impacts would remain less than significant, consistent with the Natomas Crossing EIR findings.

Landscape Maintenance Activities

Development and operation of the Natomas Costco Project includes new landscaping that would require periodic maintenance. Noise generated by a gasoline-powered lawnmower is estimated to be approximately 70 dBA at a distance of 5 feet. Landscape maintenance activities, combined with existing noise levels, would be 61.1 dBA at the closest sensitive receptor approximately 50 feet away. Noise from landscaping equipment is generated at the surrounding uses under existing conditions. Maintenance activities would operate during daytime hours for brief periods of time as allowed by the City Municipal Code and would not permanently increase ambient noise levels in the Project vicinity and would be consistent with activities that currently occur at the surrounding uses. Therefore, with adherence to the City's Municipal Code, impacts associated with landscape maintenance would be less than significant.

Mobile Noise

The Natomas Costco Project would result in 5,841 average weekday trips which would remain below the level established by the Natomas Crossing EIR and would not double the existing traffic volumes (Transportation Memorandum, *Appendix B*). Project traffic would traverse and disperse over Project area roadways, where existing ambient noise levels already exist. As noted above, traffic volumes on Project area roadways would have to approximately double for the resulting traffic noise levels to increase by 3 dBA (i.e., a perceptible increase). The surrounding Project roadways have existing ADT of 22,000 vehicles.

¹⁶ Loading dock reference noise level measurements conducted by Kimley-Horn on December 18, 2018.

¹⁷ Charles M. Salter Associates, Inc., *Midpoint at 237 Loading Dock Noise Study*, March 27, 2014.

¹⁸ Truck backup alarms would be used intermittently and would generate noise for only a few minutes while backing into the loading docks in the northern portion of the site.

Therefore, the 5,841 daily Project trips would not double existing vehicles on the roadway and the level is below the perceptible noise level change of 3.0 dBA. Therefore, impacts would remain less than significant, consistent with the Natomas Crossing EIR findings.

There are no new or changed circumstances relevant to the Project as compared to the Natomas Crossing EIR that could result in a new significant impact or a significant impact that is substantially more severe than significant impacts previously disclosed. No new mitigation measures would be required. For these reasons, impacts related to Noise from the Project would remain less than significant, consistent with the Natomas Cross EIR, and no subsequent environmental review is required.

4.11 Public Services

The Public Services section of the Natomas Crossing EIR described existing public services for the Natomas Crossing project site and evaluated potential impacts of the project with respect to public resource use and available service for the project area. Potential impacts related to public services arising from the anticipated development of the project site were discussed within the Initial Study as well as within Chapter 4.8, Public Services, of the Natomas Crossing EIR. This analysis determined that the anticipated development at the Natomas Crossing project site would result in less-than-significant impacts to public services for law enforcement, fire protection, schools, and maintenance of public facilities, as the required public services for the project area were planned for within the 1994 NNCP, as well as the 2030 General Plan. In addition, the costs associated with operating and maintaining public services were accounted for in the Natomas Crossing EIR through requisite participation in the North Natomas Financing Plan.

Police Protection

Police protection services to the Natomas Costco Project site are provided by the Sacramento City Police Department (SPD). The Project area is serviced by the William J. Kinney Police Facility, operating at 3550 Marysville Boulevard, approximately 5 miles east-southeast of the Project site. In addition to the SPD, the Sacramento County Sheriff's Department, California Highway Patrol (CHP), UC Davis Police Department, and the Regional Transit Police Department aid the SPD to provide protection for the City. This remains consistent with the police protection services analyzed in the Natomas Crossing EIR.

Fire Protection

Fire protection and emergency medical services to the Natomas Costco Project area are provided by the Sacramento Fire Department (SFD). First-response service is provided by the following stations, which remains consistent with the fire protection services analyzed in the Natomas Crossing EIR:

- Station 43, located at 4201 El Centro Road, approximately 0.94 miles northwest of the Project site;
- Station 30, located at 1901 Club Center Drive, approximately 2.22 miles northeast of the Project site;
- Station 18, located at 746 N. Market Street, approximately 2.25 miles east-northeast of the Project site; and
- Station 15, located at 1591 Newborough Drive, approximately 2.20 miles southeast of the Project site.

As described in the Natomas Crossing EIR, the Natomas Crossing project site is part of the larger Natomas Crossing Planned Unit Development (PUD), which is subdivided into three separately-defined development areas described as Area 1 through Area 3. The Project site is within Area 3 of the PUD, which is further segregated into four quadrants described as Quadrant A through Quadrant D. The Project site would be located on 19.3 acres of the northwest area of Quadrant C.

The Project is subject to the NNCP, zoning regulations, and PUD policies that were enforced prior to the March 3, 2009 adoption of the current 2035 General Plan. This is based on the development agreement that was executed at time of project approval. The Development Agreement remains in force, and provides that the PUD and development policies originally included in each policy subsection of the 1994 NNCP, as well as the 2030 General Plan and which were analyzed in the Natomas Crossing EIR, are to remain the applicable standards for the Project.

Specifically, for Quadrant C of the Natomas Crossing project site, which comprises the Project site, the Natomas Crossing EIR noted that the plans for Natomas Crossing were adequate and provided a detailed analysis of potential public service impacts. No additional demand for police protection, fire protection, schools or maintenance of public facilities were expected to occur from the demand anticipated in the 2030 General Plan, and subsequently analyzed in the Natomas Crossing EIR.

The Project would not generate any additional trips to Project site, beyond those considered in the Natomas Crossing EIR for Quadrant C, as found in the Transportation Memorandum (*Appendix B*). As previously stated in *Section 4.2 Population, Employment and Housing*, the Project would not generate any additional population growth or housing that has not previously been analyzed in the Natomas Crossing EIR. Therefore, the Project would not create additional demand or service needs. Additionally, the Project is an allowable compatible use with no greater intensity than what was previously identified in the Natomas Crossing EIR. Therefore, the demand for police and fire protection services would be similar to the demand anticipated and analyzed in the Natomas Crossing EIR.

Schools/Parks/Public Facilities

Development of the Project would construct up to approximately 160,526 square feet of retail uses including approximately 9,752 square feet of ancillary office space, and would not include a residential or hotel component as analyzed in the Natomas Crossing EIR. Therefore, the Project would not alter the impacts to public services disclosed in the analysis presented in the Natomas Crossing EIR, because the proposed use of the Project site would entirely be retail and office and related uses. Without any residential uses, the Project would not require school or library services, because the Project would not contribute to the demand for these services. Further, without a residential component to the Project, it is not anticipated that there would be a substantial increase in demand for schools, parks, or other public facilities beyond what was already anticipated in the 2030 General Plan and analyzed in the Natomas Crossing EIR.

The Project would not alter the impacts to public services relative to those discussed in the EIR, as no additional demand for these services would be created. There are no new or changed circumstances relevant to the Project as compared to the Natomas Crossing EIR that could result in a new significant impact or a significant impact that is substantially more severe than significant impacts previously disclosed. No new mitigation measures would be required. In addition, there is no new information of substantial importance showing significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the Natomas Crossing EIR. Further, there are no mitigation measures that were not considered in the Natomas Crossing EIR, that would more substantially reduce the potential effects of the Project on public services. For these reasons, impacts to public services from the Project would not require the preparation of a subsequent environmental document.

4.12 Utilities

Communication Systems

The Natomas Crossing EIR determined that the Natomas Crossing project would not cross the standard of significance and result in detriment to microwave, radar, or radio transmissions. There were no communication systems adjacent to the project site and no building that was proposed was over five stories. Therefore, the proposed buildings would not interfere with communications equipment in the greater vicinity and the impact was found to be less than significant.

Since the certification of the Natomas Crossing EIR, no new communication systems have been constructed adjacent to the Project site. The Project located in Quadrant C consists of one building with a maximum height of 35 feet 6 inches. This height is less than the five-story height analyzed in the Natomas Crossing EIR and therefore, a less-than-significant impact to communication systems will remain and no new mitigation measures are required.

Local or Regional Water Supplies

The City of Sacramento is the water purveyor for the Project site and uses a combination of surface and groundwater supplies to meet water demand for municipal and industrial uses within its service area. The water supply availability for the Natomas Crossing project was assessed using the City of Sacramento's 2006 Urban Water Management Plan (UWMP) which projected system supply and demand through the year 2030. The Natomas Crossing EIR determined that the Natomas Crossing project would have a water demand of 420.4 acre-feet per year (AFY) (375,309 gallons per day), which would be within water demand assumptions for the Natomas Crossing project site included in the City's 2006 UWMP. Therefore, the Natomas Crossing EIR determined that adequate water supplies were available to serve the Natomas Crossing project and there would be less-than-significant effects in this regard.

The City of Sacramento's most recent UWMP was adopted in 2020 and presents system-wide water demands for existing and planned uses through 2045. The 2020 UWMP was developed using land use assumptions from the 2035 General Plan. As previously discussed, the 2035 General Plan designates the Project site as Regional Commercial, as approved by the Natomas Crossing project. Similar to the 2006 UWMP analyzed by the Natomas Crossing EIR, the 2020 UWMP determined that the City of Sacramento would have sufficient water supplies available to meet water demand in its service area, including single- and multiple- dry year scenarios. As the Project is consistent with land uses analyzed in the Natomas Crossing EIR and assumed in the 2020 UWMP, there would be sufficient water supplies available to meet Project demand.

Further, the Project would not exceed the development previously assumed for Quadrant C. The Natomas Crossing EIR considered 404,580 sf of regional retail uses on Quadrant C, resulting in an associated water demand of approximately 27.9 acre feet per year (AFY). Based on this demand, the Natomas Crossing EIR determined that the City would have sufficient water supplies to meet the needs of the project. The Project would develop a 160,526 sf Costco, resulting in a water demand of approximately 11.1 AFY. As this demand does not exceed that anticipated for the build out of Quadrant C by the Natomas Crossing EIR, the Project would not result in a more significant impact than was determined by the Natomas Crossing EIR.

Concerning water supply infrastructure, two parallel water lines are located within East Commerce Way, directly adjacent to the Project site. These water lines include a 12-inch line and a transmission main that varies between 18-inches and 24-inches. These mains have been sized and constructed to serve the Project area. In addition, a 12-inch line would be constructed on the west side of East Commerce Way to serve Quadrant C. As noted above, the water demand associated with the Project would be within the water demand assumptions of the Natomas Crossing EIR and would not necessitate construction of additional water infrastructure to serve development. Further, the Project site's 2035 General Plan land use designation and zoning would be consistent with the assumptions of the 2020 UWMP which determined adequate water supplies are available to meet demand within its service area. Therefore, the Project would not increase water demand beyond the amount anticipated in the UWMP and would not constitute new or more significant impacts.

Local or Regional Water Treatment or Distribution Facilities

Sewer or Septic Tanks

As described in the Natomas Crossing EIR, the Project site would be served by the Sacramento Area Sewer District (SASD) which provides local sewer conveyance of 0 to 10 million gallons per day (mgd) and the Sacramento Regional County Sanitation District (SRCSD) which provides transport of 10 mgd. Quadrant C would consist of six-inch and eight-inch sewer lines that would connect to the existing system in East Commerce Way. Future development in Quadrant C would be collected by the SASD Separated Sewer System, conveyed to the Sacramento SRCSD system, and ultimately treated in the Regional San Wastewater Treatment Plan (WWTP), which is located in Elk Grove. Analysis in the Natomas Crossing EIR was based on a Revised Master Sewer Study for Natomas Crossing Area 3, prepared by Wood Rodgers in May 2002. The Master Sewer Study for Quadrant C shows three separate shed areas connecting to a 54-inch trunk sanitary sewer with 8-inch sewer lines on East Commerce Way. The estimated cumulative design flow for Quadrant C is 0.22 mgd which is equivalent to the estimated design flow for the sites proposed land uses. The Master Sewer Study indicated the estimated cumulative design flows for Quadrants B, C, and D would be less than the design capacity of an eight-inch sewer line at minimum design grades. Accordingly, the Natomas Crossing EIR concluded that impacts to wastewater facilities would be less than significant.

The Project would develop a Costco consistent with 2035 General Plan land use and zoning designation considered for the Project site in the Natomas Crossing EIR. Development of the Project would be consistent with land uses considered in the Master Sewer Study for Quadrant C and would not result in an increase of wastewater beyond estimated design flows. The Project would not introduce new land uses or development that would increase demand for wastewater treatment or conveyance facilities within the SASD and planned design capacity would be sufficient to meet Project demand.

Therefore, the Project would not substantially increase demand for wastewater conveyance beyond the amount anticipated in the Master Sewer Study or require substantial offsite improvements that would constitute new or more significant impacts. The Project would not have more significant effects that were not discussed in the Natomas Crossing EIR or increase the severity of impacts discussed therein. Under existing conditions, the Project would not make feasible, mitigation measures that were found to be infeasible in the Natomas Crossing EIR. Further, there are no mitigation measures that were not considered in the Natomas Crossing EIR that would more substantially reduce the potential effects of the

Project on utilities. For these reasons, impacts related to wastewater treatment and conveyance from the Project would not require the preparation of a subsequent environmental document.

Storm Water Drainage

As described in the Natomas Crossing EIR, the Project site is within Drainage Basin Six of the Master Drainage Study for Natomas Crossing Area 3, prepared in June 2002. Stormwater drainage facilities serving Quadrant C would range in size from 12 inches to 36 inches in diameter and would discharge to the drainage channel at five locations with pipes sized from 18 to 48 inches in diameter. The Natomas Crossing EIR determined that the City's exiting drainage facilities have been designed with sufficient capacity to serve the project site and local drainage associated with the project would connect to an existing system with 100 percent of downstream improvements in place and sized to accommodate project flows. Therefore, no additional off-site infrastructure would be required. Further, the EIR noted that individual project applicants would be required to construct on-site internal drainage infrastructure to meet City of Sacramento specifications, and pay fees associated with development and maintenance of existing drainage infrastructure pursuant to the North Natomas Financing Plans. Therefore, the Natomas Crossing project was determined to have a less-than-significant impact to stormwater drainage facilities.

The Project would be consistent with the 2035 General Plan land use and zoning analyzed for the Project site in the Natomas Crossing EIR. Further, the Natomas Costco Project would be 78 percent impervious, which is less than the 90 percent impervious surface area assumption analyzed by the Natomas Crossing EIR and Master Drainage Study. Additionally, the Natomas Costco Project would include on site bioretention basins to meet Low Impact Development (LID) standards. Therefore, development of the Project would not result in a greater demand for stormwater drainage facilities or result in an unplanned increase in stormwater flows. For these reasons, the Project would not substantially increase demand for stormwater drainage beyond the amount anticipated in the Natomas Crossing EIR or require substantial offsite improvements that would constitute new or more significant impacts. The Project would not have more significant effects that were not discussed in the Natomas Crossing EIR or increase the severity of impacts discussed therein. For these reasons, impacts related to stormwater drainage from the Project would not require the preparation of a subsequent environmental document.

Solid Waste Disposal

As described in the Natomas Crossing EIR, the City of Sacramento provides solid waste and recycling collection and disposal services to the Natomas Crossing project. The Natomas Crossing EIR concluded that the Lockwood Landfill and Kiefer Landfill have sufficient capacity to serve the project's waste generated by the building and operations. The waste generated would represent a tiny fraction of the amount of solid waste received by the Lockwood and Kiefer landfills.

Waste generated by the Project would be collected and transported to local landfills by the City and/or private haulers, and either recycled in accordance with City programs and requirements or land filled at Kiefer Landfill in Sloughouse, California or transported and landfilled at the Lockwood Landfill in Sparks, Nevada. As stated in the Natomas Crossing EIR, solid waste generated from construction and operation of Quadrant C would represent a nominal portion of total waste received by the Kiefer and Lockwood landfills in a single day, and therefore, not cross the standard of significance and generate solid waste that would exceed the permitted capacity of the landfills that would serve Quadrant C. The Project would be consistent with the development considered in the Natomas Crossing EIR and would therefore not create

additional solid waste generation beyond what the Natomas Crossing EIR evaluated. Therefore, the Project would not necessitate new or altered solid waste management facilities and there would be new or more significant impacts. The Project would be consistent with the Natomas Crossing EIR and would have a less-than-significant effect on solid waste disposal.

Conclusion

The Project would not have additional significant effects that were not discussed previously or increase the severity of impacts discussed in the Natomas Crossing EIR. There are no new or changed circumstances relevant to the Project as compared to the Natomas Crossing EIR that could result in a new significant impact or a significant impact that is substantially more severe than significant impacts previously disclosed. There is no new information of substantial importance that shows mitigation measures previously identified as infeasible would in fact be feasible, because the Natomas Crossing EIR did not include mitigation measures related to utilities. Further, there are no mitigation measures that were not considered in the Natomas Crossing EIR that would more substantially reduce the potential effects of the Project on utilities. For these reasons, impacts related to utilities from the Project would not require the preparation of a subsequent environmental document, and impacts would remain less than significant.

4.13 Aesthetics, Light, and Glare

The aesthetics section of the Natomas Crossing EIR described existing visual and aesthetic resources for the Natomas Crossing project site and the region and evaluated potential impacts of the project with respect to urbanization of the project area. The proposed site plan, conceptual drawings, and the Natomas Crossing Design Guidelines were used to evaluate the potential effects of project development of the visual character of the project site and surrounding area.

The Natomas Crossing EIR found the uses associated with Quadrant C would have a less-than-significant impact associated with visual character and quality of the project site. The Project proposes uses consistent with those analyzed by the Natomas Crossing EIR. The Natomas Crossing EIR noted that the commercial loading docks within the Project of Quadrant C would require compliance with Policy LU 2.7.5 in the Sacramento 2030 General Plan which would require extensive tree planting along freeway frontages and specific building elevations and heights. The Project also includes buffer plantings, which are consistent with the project analyzed within the Natomas Crossing EIR.

In the analysis of light and glare impacts, the Natomas Crossing EIR noted that the Natomas Crossing project site consists predominantly of vacant land, and therefore very little light or glare emitted from the project site. The EIR stated that change from an undeveloped property to a mixture of commercial, office, hotel, medical, and residential uses would generate new sources of light and glare such as parking lots, building lighting, and streetlights. The PUD Guidelines for Quadrant C specify that all exterior lighting must be shielded to prevent off-site glare and that security lighting would be installed so as not to be intrusive to neighboring property owners and motorists. Parking lot fixtures would be a maximum of 25 feet in height, and would be of the same type and size as adjoining properties when possible in accordance with PUD guidelines. As a result, the EIR concluded that the Project would be expected to have less-than-significant impacts related light and glare.

Since certification of the Natomas Crossing EIR, the project site and surrounding uses have remained similar to those analyzed in the EIR. The Project site remains vacant, and surrounding uses include residential uses to the east; I-5 to the west; Arena Boulevard to the north; and undeveloped land to the south. The Project would develop a 160,526 sf warehouse building (i.e. Costco), including ancillary administrative office space, and related uses and would be a maximum of 35 feet and 6 inches tall. The truck loading area would be located on the northeast corner of the building and commercial parking would surround the northeast, east, and south sides of the building.

The proposed landscaping plan would provide trees, shrubs, and grasses along Private Drive A street frontage and along the south and west project site boundaries which would provide buffering along streets and the multi-use trail. Additionally, within the project site, drive aisles and parking aisles would be lined with trees, shrubs, and grasses. This would exceed compliance with shading requirements throughout the parking areas at 52%. Landscaping would be designed to meet California Assembly Bill (AB) 1881, Executive Order B-29-15, and the City's Model Water Efficient Landscape Ordinance. See *Figure 3.1-4*.

As with the project analyzed in the Natomas Crossing EIR, the Project would develop urban uses in an area designated in the 2035 General Plan for urban uses. As with the project analyzed in the Natomas Crossing EIR, the Project would be subject to City site plan and design review to ensure that Project complies with applicable design guidelines and is compatible with surrounding uses. At the time of preparation of the

Natomas Crossing EIR, this process was referred to as the Planning Director Plan Review process, which allowed an opportunity for the City to conduct a review to ensure that the Project complied with the Natomas Crossing PUD, the NNCP, and the City's 2035 General Plan. This process was subsequently replaced by the City's Site Plan and Design Review process. Although the Development Agreement covering this property grants the applicant the right to proceed with entitlements pursuant to the City's Land Use and Development Regulations as they existed on the Effective Date of the 1997 Development Agreement, the City and the applicant have agreed to process the application using the City's current Site Plan and Design Review process.

Pursuant to Chapter 17.808 of the City Code, with specific and limited exemptions, none of which are applicable to the Project, development in the City is subject to Site Plan and Design Review. The intent of this process is to (1) ensure that the development is consistent with applicable plans and design guidelines; (2) is high quality and compatible with surrounding development; (3) is supported by adequate circulation, utility, and related infrastructure; (4) is water and energy efficient; and (5) avoids environmental effects to the extent feasible. The aspects of design considered in the site plan and design review process include architectural design, site design, adequacy of streets and accessways for all modes of travel, energy consumption, protection of environmentally sensitive features, safety, noise, and other relevant considerations.

As with the project analyzed in the Natomas Crossing EIR, compliance with the City's Site Plan and Design Review process would ensure that the Project is consistent with applicable plans and design guidelines, is of high quality, and is compatible with surrounding development, thus avoiding adverse impacts to visual character within the context of an urban setting. Consequently, the Project would not have more significant effects that were not discussed in the Natomas Crossing EIR or increase the severity of impacts discussed therein. Under existing conditions, the Project would not make feasible, mitigation measures that were found to be infeasible in the Natomas Crossing EIR. Further, there are no mitigation measures that were not considered in the Natomas Crossing EIR that would more substantially reduce the potential effects of the Project on aesthetics, light, and glare. For these reasons, impacts related to aesthetics, light, and glare from the Project would remain less than significant, consistent with the Natomas Crossing EIR, and no subsequent environmental review would be required.

4.14 Cultural Resources

The Project site is currently vacant, undeveloped land that has been mass-graded. An intensive cultural resources survey was conducted by PAR Environmental Services, Inc. in March 1997. The PAR study identified one prehistoric archaeological resource within the Project vicinity. The resource consists of an area, located near the intersection of San Juan Road and Airport Road in a plowed field, containing stone tool remnants along with several ground stone and flaked stone tool fragments. The Natomas Crossing EIR determined that no additional cultural resources were located within the Project site or immediate vicinity. Review of the Sacramento 2035 General Plan Master EIR, determined that the Project site is not located within a high or moderate archaeological sensitive area. Mitigation Measures 3, 4, and 5 from the Natomas Crossing EIR include actions to address impacts relating to accidental discovery of archaeological sites, Native American resources, or human remains. Implementation of these measures would reduce potential impacts to less than significant.

The Project impact related to cultural resources is the same as the impact determined by the Natomas Crossing EIR. The Project would not develop land outside of the area analyzed by the Natomas Crossing EIR. Thus, no area that was not assessed by the PAR study would be developed by the Project. Additionally, the Project site has been maintained and development of other sites has commenced within Quadrant C adjacent to the Project site and no additional cultural resources have been discovered. As such, no new or significant resources known to be located within on the Project site. Additionally, Mitigation Measures 3, 4, and 5 from the Natomas Crossing EIR that would reduce the potential of the Project to impact previously unknown cultural resources to are applicable to the Project. Implementation of these mitigation measures would reduce the potential for Project impact to a less-than-significant level.

The Project would not result in significant effects that were not discussed in the Natomas Crossing EIR, or increase the severity of impacts identified in that document. The Project would not make feasible mitigation measures that were found to be infeasible in the EIR. The Project would not alter the anticipated effects on cultural resources associated with the project described in the Natomas Crossing EIR. The Project would not have more significant effects related to cultural resources that were not discussed in the EIR or increase the severity of impacts discussed therein. For these reasons, impacts to cultural resources from the Project would not require the preparation of a subsequent environmental document.

4.15 Recreation

The recreation section of the Natomas Crossing Initial Study and EIR noted that the Natomas Crossing project is located on vacant land within the NCCP area, and has been identified for urbanized land uses that do not include recreational uses. Anticipated development analyzed within the Natomas Crossing EIR for Quadrant C focused on the planned land use designations within the NNCP, as well as the 2030 General Plan. While the Natomas Crossing project included a General Plan and Zoning amendment for the site, the proposed Regional Commercial/Office and Employment Center uses remained consistent with urban development anticipated at 2035 General Plan buildout and analyzed in the Sacramento 2035 General Plan Master EIR. Therefore, the Natomas Crossing EIR determined that development of Quadrant C would not result in an increase in the area's population or associated demand for recreational facilities and would have a less-than-significant impact related to the quality or quantity of recreational facilities and mitigation would not be required.

The Project site is currently undeveloped, and development of the Project site would not remove recreational facilities. The Natomas Crossing EIR noted that the plans for Natomas Crossing were adequate and provided a detailed analysis of potential impacts to recreation. Additionally, the development of retail uses is not expected to result in the increased demand for recreational facilities due to direct or indirect population growth.

There are no new or changed circumstances relevant to the Project as compared to the Natomas Crossing EIR that could result in a new significant impact or a significant impact that is substantially more severe than significant impacts previously disclosed. No new mitigation measures would be required. In addition, there is no new information of substantial importance showing that the project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the Natomas Crossing EIR. Further, there are no mitigation measures that were not considered in the Natomas Crossing EIR that would more substantially reduce the potential effects of the Project on recreational uses. For these reasons, impacts related to recreation from the Project would not require the preparation of a subsequent environmental document.

5.0 CONCLUSION

Having considered the analysis set forth in this Addendum, the City of Sacramento's Community Development Department has concluded that the analyses conducted, and the conclusions reached in the Natomas Crossing EIR remain relevant and valid. Based on the record, there is no substantial evidence to support a conclusion that the Project would result in significant environmental impacts not previously studied in the EIR and, accordingly, the Project would not result in any conditions identified in CEQA Guidelines Section 15162.

In addition, there is no new information of substantial importance showing that the Project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than the significant effects identified in the previous EIR. Nor is there new information of substantial importance showing (i) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the Project, but the Project proponents decline to adopt the mitigation measure or alternative or (ii) that mitigation measures or alternatives considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative. Thus, neither a subsequent or supplemental environmental document is not required. The Project would remain subject to all applicable previously required mitigation measures from the EIR.

This Addendum also provides evidence that the Project is exempt from further CEQA review under PRC 21083.3 and CEQA Guidelines Section 15183. The Project is within the Natomas Crossing EIR project area and the NNCP area, the development of which has already been analyzed in a certified program EIR, so the environmental review of the Project is governed by certain provisions of CEQA and the CEQA Guidelines. Specifically, Public Resources Code Section 21083.3 and Section 15183 of the CEQA Guidelines restrict the scope of subsequent environmental review processes for projects that are consistent with the densities established by existing zoning, community plan or general plan policies for which an EIR was certified. Section 15183 of the CEQA Guidelines states:

(a) CEQA mandates that projects which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. This streamlines the review of such projects and reduces the need to prepare repetitive environmental studies.

(b) In approving a project meeting the requirements of this section, a public agency shall limit its examination of environmental effects to those which the agency determines, in an initial study or other analysis:

(1) Are peculiar to the project or the parcel on which the project would be located,

(2) Were not analyzed as significant effects in a prior EIR on the zoning action, general plan, or community plan, with which the project is consistent,

(3) Are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan, community plan or zoning action, or

(4) Are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR.

(c) If an impact is not peculiar to the parcel or to the project, has been addressed as a significant effect in the prior EIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards, as contemplated by subdivision (e) below, then an additional EIR need not be prepared for the project solely on the basis of that impact.

As detailed above, the Project would not result in any new or more severe significant impacts than those identified in the Natomas Crossing EIR, nor are there any impacts that would be peculiar to the parcel or to the Project. Therefore, because all impacts are addressed in the prior EIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards, an additional EIR need not be prepared for the Project.

6.0 REFERENCES

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