

**APPENDIX A**

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***Notice of Preparation and Initial Study***



**CITY OF SACRAMENTO**  
**CALIFORNIA**

**DATE:** April 12, 2007

**TO:** Interested Persons

**FROM:** Dana Allen, Senior Planner

**SUBJECT:** **NOTICE OF PREPARATION FOR AN ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE DELTA SHORES PROJECT (P06-197)**

**PUBLIC REVIEW PERIOD:** April 12, 2007 through May 14, 2007

**PUBLIC SCOPING MEETING:** Monday, April 30, from 6:00 to 7:30 pm  
Samuel Pannell Meadowview Community Center,  
2450 Meadowview Road,  
Conference Room A/B

**Introduction**

The City of Sacramento, Development Services Department, will be the Lead Agency for the preparation of an Environmental Impact Report (EIR) for the Delta Shores project (proposed project, P06-197). The California Environmental Quality Act (CEQA), Section 15082, states that once a decision is made to prepare an EIR, the lead agency must prepare a Notice of Preparation (NOP) to inform all responsible agencies of that decision. The purpose of the NOP is to provide responsible agencies and interested persons with sufficient information describing the proposed project and its potential environmental effects to enable them to make a meaningful response as to the scope and content of the information to be included in the EIR. The responses to this NOP will help the City of Sacramento determine the scope of the EIR and ensure an appropriate level of environmental review.

The EIR will evaluate the potential environmental impacts of the proposed project and recommend mitigation measures, as required. The EIR will provide a project-specific evaluation of the environmental effects of the proposed project, pursuant to Section 15161 of the CEQA Guidelines.



## **Project Background**

In 1983, the City approved the Delta Shores Planned Unit Development (PUD) which was intended to be comprised of predominately employment-generating uses (i.e., high technology industrial, office, commercial, and retail) with limited residential development.

Although identified for urban uses as part of the 1983 PUD, the project site has remained undeveloped and has been used primarily for agricultural purposes. Tomatoes, sugar beets, wheat, corn, safflower, and alfalfa were all crops grown on the project site. Storm drainage and sewer infrastructure is located in the eastern portion of the site including sewer pipelines ranging in size from 8 to 21-inches and drainage pipes from 12 to 78-inches. Although the majority of this infrastructure was never fully utilized for development consistent with the previously granted PUD, a portion of the improvements along the eastern edge of the site currently serve existing development to the north. In addition to overhead utility lines that are adjacent to the northern boundary of the project site, the site is also bisected by twin 66-inch sewer force mains associated with the Sacramento Regional County Sanitation District (SRCSD) Lower Northwest Interceptor Project.

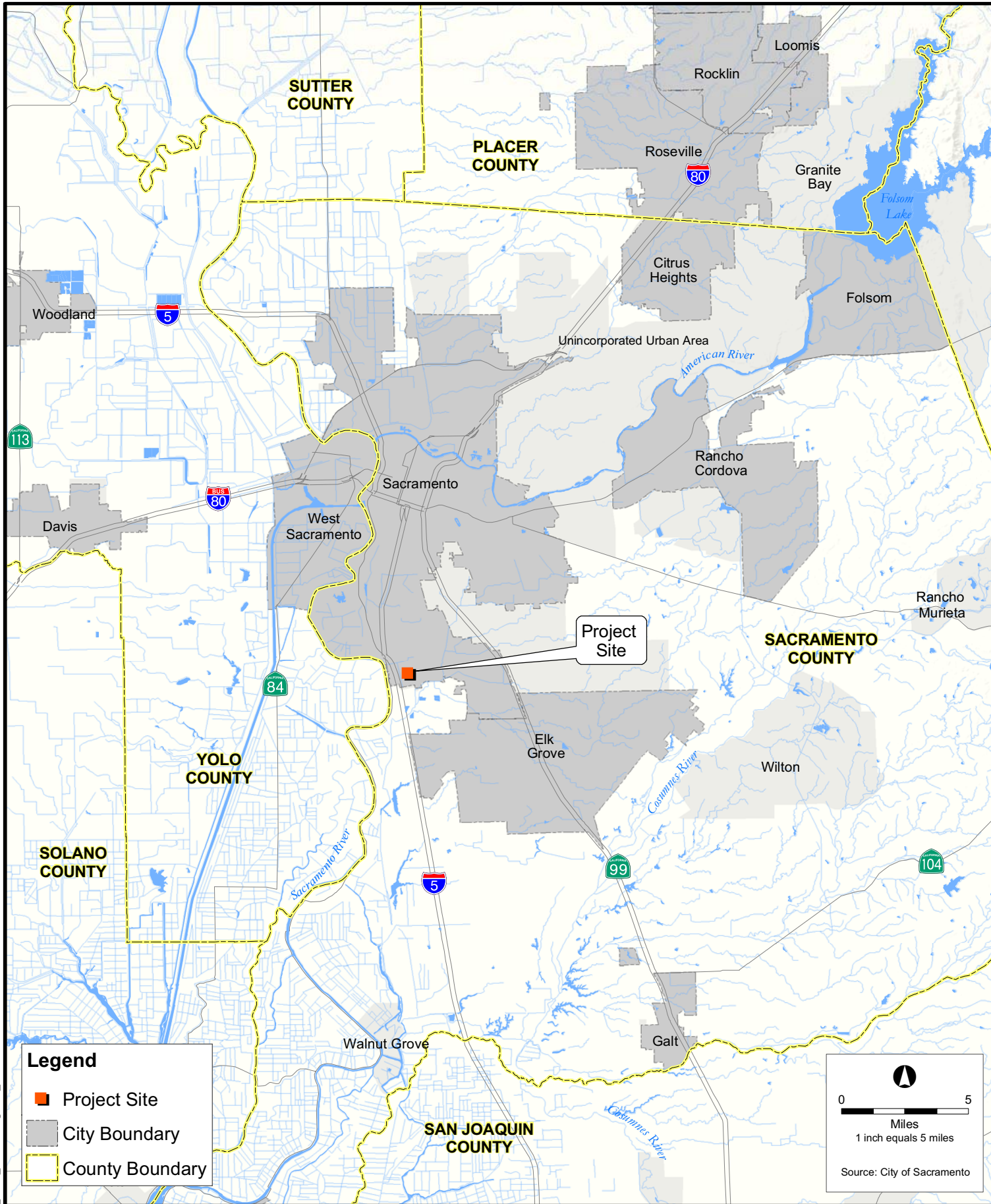
The majority of the project area is designated for Industrial-Employee Intensive uses, with smaller areas of Community/Neighborhood Commercial and Offices, Low Density Residential, Medium Density Residential, Regional Commercial and Offices, Parks-Recreation-Open Space, and Public/Quasi-Public-Miscellaneous uses under the City's General Plan. Zoning districts for the project site include Agricultural (A), Shopping Center-PUD (SC-PUD), Single Family Alternative Residential-PUD (R-1A-PUD), and Manufacturing, Research & Development-PUD (MRD-PUD) under the City's Zoning Ordinance. The existing Airport/Meadowview Community Plan designates the project area as high tech industrial, commercial, office, residential, and general public facilities. As such, the City of Sacramento General Plan and Airport Meadowview Community anticipate Industrial-Employee Intensive and Low Density Residential uses for this area. The City is in the process of updating both the General Plan and Community Plan.

## **Project Location**

The proposed project site is located in the City of Sacramento (see Figure 1) on approximately 800 acres in the south Sacramento area along Interstate 5 (I-5). The project site is located adjacent to a developed area southwest of the I-5 Meadowview Road Pocket Road freeway exit. I-5 runs in a north/south direction and bisects the western portion of the project site. The western portion of the project site consists of approximately 120 acres and is located west of I-5, bounded by Freeport Boulevard to the west and the Bartley Cavanaugh Golf Course to the south. The eastern portion of the project site consists of the remaining 680 acres located on the east side of I-5, bounded by Morrison Creek to the south, existing residential development to the north, and the future alignment of Cosumnes River Boulevard to the east.

## **Project Site**

The project site is almost entirely vacant and undeveloped, supporting agricultural cultivation and open space, as shown on Figure 2. The elevation of the site ranges from approximately 3 feet on the eastern portion of the site to approximately 15 feet on the western portion of the

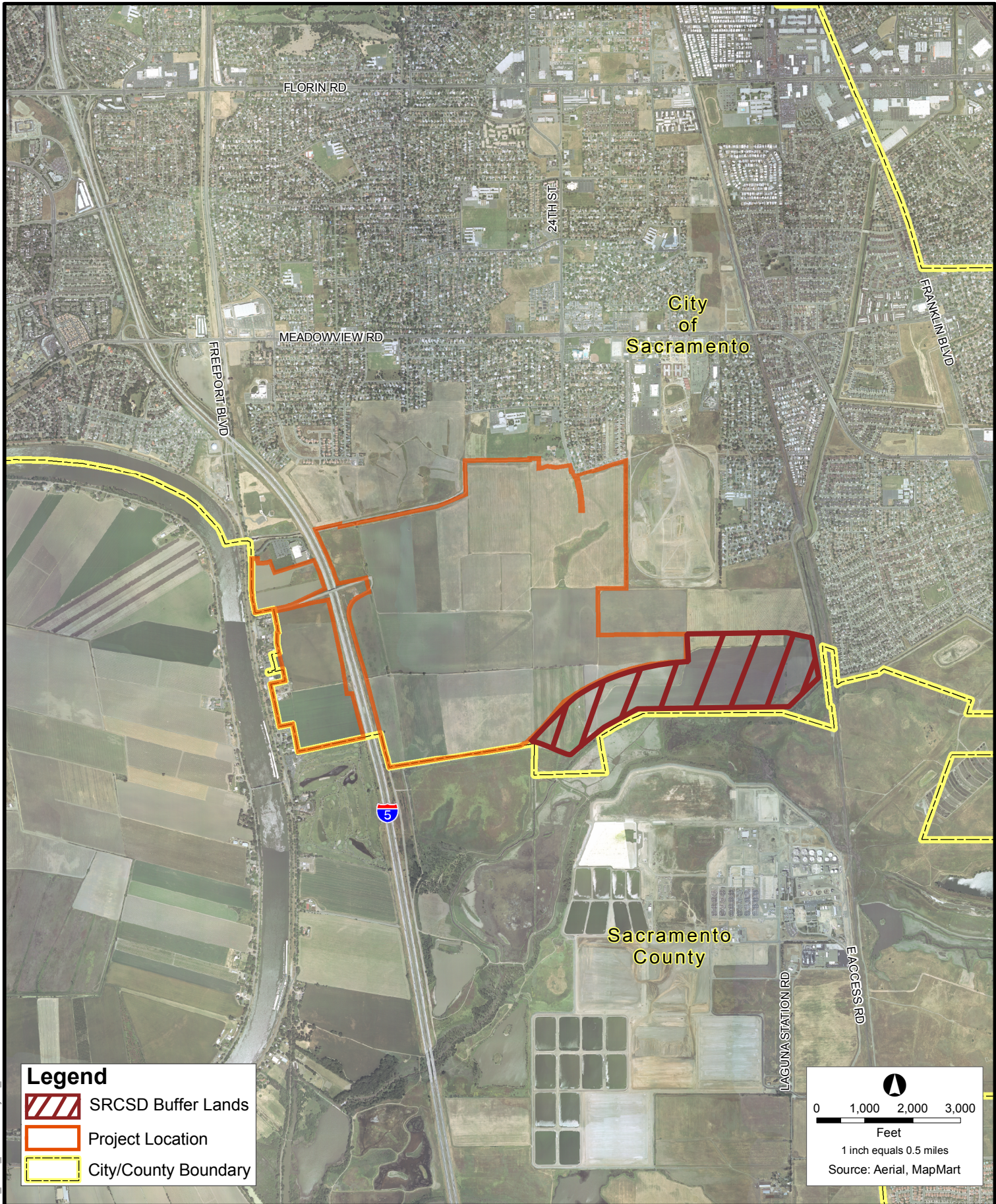


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FIGURE 1  
**Regional Location**



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**Legend**

-  SRCSD Buffer Lands
-  Project Location
-  City/County Boundary

0 1,000 2,000 3,000  
 Feet  
 1 inch equals 0.5 miles  
 Source: Aerial, MapMart



site. Morrison Creek runs south of the eastern portion of the site and PG&E power lines traverse the northern portion. Based on information from the project's wetland delineation, there are approximately 27.5 acres of waters of the U.S., including wetlands, present within the surveyed project area. These waters lie adjacent to Morrison Creek and the Sacramento River.

The area north of the project site and east of I-5, known as the Meadowview neighborhood, has been developed with single family residential units over the last 30 years. Bordering the project site on the northeast is the federally-owned (U.S. Department of Labor) Sacramento Job Corps facility, which supports a heavy equipment training area. To the south of the Job Corps facility, east of the project site, is vacant privately-owned land zoned for residential uses. The western portion of the project site is adjacent to and north of the City-owned Bartley Cavanaugh Golf Course. South and west of the project site is the Town of Freeport, which is within an unincorporated portion of Sacramento County. On the western portion of the site there is an abandoned dairy with accessory structures adjacent to Freeport Boulevard. These structures would be removed to accommodate the project. The Sacramento River flows west of Freeport Boulevard. There is also a recently developed three-story office complex adjacent to the northern portion of this site.

Bordering the eastern and southern portions of the project site are open space buffer lands owned by the SRCSD. The District's regional wastewater treatment plant is located south of the buffer lands. A recently improved levee along Morrison Creek borders the southern project site boundary in conjunction with the City limits boundary to the east of I-5. The buffer lands have been designed and are managed to support habitat for a variety of plant and animal species. Morrison Creek runs south of the project site and south of the levee, flowing to the west and the south.

### **Project Description**

The proposed project includes the development of an approximately 800-acre master planned community. The Delta Shores project is envisioned as a compact residential community of approximately 4,600 to 5,900 new homes with two mixed-use retail centers – a regional Village Center and a Neighborhood Town Center. The proposed mixed-use community would integrate residential, entertainment, hospitality, retail with integrated professional office uses, and recreational opportunities with parks, schools, and open space (Figure 3).

The proposed project also includes significant open space, recreation, and non-vehicular circulation amenities. The project applicant, SunCal Companies, would develop the residential component, while M&H (Merlone Geier Management, LLC) would develop the commercial areas including the Village Center and Neighborhood Town Center. The Village Center is anticipated to include approximately 1.5 million square feet of retail uses while the Town Center would include approximately 150,000 square feet of retail and incorporated office uses.

The proposed project would be constructed in several phases. The initial phase consists of residential development in two areas, west of I-5 and south of the existing Meadowview neighborhood along the 24<sup>th</sup> Street Extension. This phase is estimated to be completed prior to construction of the I-5/Cosumnes River Boulevard interchange.



Source: City of Sacramento, October 2006.



**FIGURE 3**  
**Land Use Plan**

A Division of **PBS&J**

D51311.00

Delta Shores

Construction of the remaining phase of the residential component east of I-5 and the proposed regional Village Center would be submitted to the City of Sacramento concurrently as part of the larger project.

The project proposes to subdivide 435 acres into residential lots and 102.7 acres into parks and open space parcels. A total of approximately 134.3 acres would be designated for commercial development with the remaining area set aside for schools and roadways, including development of internal residential collector streets. Table 1 provides a breakdown of land uses and acreage for the proposed project.

<b>TABLE 1</b>	
<b>DELTA SHORES - LAND USE</b>	
<b>LAND USE</b>	<b>ACRES</b>
<b>Residential</b>	
Low Density (4-7 du/ac)	126.0
Medium Density (8-14 du/ac)	234.3
High Density (15-22 du/ac)	56.5
Mixed-Use (23-30 du/ac)	18.2
<b>Commercial</b>	
Regional Commercial	125.6
Neighborhood Commercial	8.7
<b>Parks/Utilities</b>	
Community Park	26.9
Neighborhood Park	25.9
Mini Parks	6.5
Detention/Park (West of I-5)	2.6
Open Space	40.8
Schools (2 Elementary Schools)	20.0
Backbone Circulation	100.3
Utilities	4.6
Community Center (Private)	3.1
<b>TOTAL</b>	<b>800.0</b>
Source: City of Sacramento, 2007.	

The applicant proposes low density (R-1-PUD) to include lot sizes that range between 5,000 and 7,200 square feet, medium density (R-1A-PUD) to include lot sizes between 2,300 and 4,000 square feet, and high density (R-3-PUD) zoning that would include lots dedicated to attached condominiums and multi-family dwelling units. The density would range for low density residential from 3.3 dwelling units/acre (du/ac) to 5.4 du/ac; medium density residential 7.1 du/ac to 13 du/ac; and, high density residential 20 du/ac.

The project would include a total of between 690 and 885 affordable units consistent with the City's Mixed Income Housing Ordinance that requires a total of 15% of all residential units be designated as affordable.

### Public Facilities and Services

Infrastructure for the proposed project includes the following:

### Wastewater

The project would be served by lateral sewer connections from the existing 96-inch sewer pipeline located on the east side of I-5. The project would re-construct Sump 53 to provide for increased flows due to higher density development and increased depth to provide for a larger service area. Gravity pipelines would be extended to the Town of Freeport for possible future use.

### Water Supply

Water service for the project would be provided by a 24-inch transmission water line extension along Freeport Boulevard and 24<sup>th</sup> Street. A 24-inch pipeline would also be constructed within Cosumnes River Boulevard to connect the 24-inch pipeline extensions. The 24-inch pipeline in Freeport Boulevard could eventually serve the Town of Freeport. In addition, the City Department of Utilities has requested that a portion of the project site be reserved for city water storage facilities. However, the size of the facility has not yet been designed.

### Storm Drainage

The project applicant is proposing to locate a detention/water quality detention basin of approximately 30 AC on the approximate 120 acres of land owned by the SRCSD. In addition, an alternative location for the detention basin would be located within the project site. The project is also proposing to reconstruct the Sump 89 pump station and associated drainage pipelines that would access the detention basin. The project also includes a small detention basin on the west side of I-5 designed to reduce peak flows prior to being piped under I-5 and connecting into the balance of the project's drainage facilities located on the east side of the freeway.

### Natural Gas

As part of the project, an existing 21-inch force gas line running along the eastern edge of I-5 would be relocated to the west side of the freeway and would be designed to cross the freeway at the southern edge of the project site. In addition to facilitating project development, this relocation is necessary to accommodate the City/Caltrans proposed Cosumnes River Boulevard Interchange and Extension project.

### Other Public Services

The project proposes to construct a fire station on the project site.

### **Parks and Open Space**

The proposed project would include both active parks and passive open space land uses. The project has been designed to include a total of approximately 62 acres of park land distributed between community and neighborhood parks, mini parks and a parks/detention facility. In addition, the project includes extensive natural open space areas bisecting a portion of the property adjacent to the future extension of 24<sup>th</sup> Street as well as an east-west open space area adjacent to the existing Meadowview community. The total open space area within the project is

approximately 41 acres. In addition to these common parks and open space amenities, a private club house and recreational facility would be developed on approximately 3 acres of the site.

### **Access and Circulation**

The project is designed to include a full hierarchy of circulation improvements including a range of residential, commercial, collector and arterial roadways to serve the future development. In addition, the project includes extensive class I, II, and III bike trails that would provide alternative transit modes to pedestrians and bicyclists. To further provide internal connectivity, the project includes two pedestrian/bicycle bridges that would cross the future extension of Cosumnes River Boulevard as well as the extension of 24<sup>th</sup> Street adjacent to the proposed Village Center retail portion of the project. This integrated circulation system is designed to connect to the existing circulation infrastructure development with the residential neighborhoods to the north of the project site.

Although anticipated in the City/Caltrans Cosumnes River Boulevard Interchange and Extension project, the Delta Shores project would accommodate the portion of the proposed extension of Cosumnes River Boulevard from Franklin Boulevard to Freeport Boulevard through the project site.

### **Landscaping**

The project applicant proposes to landscape the project site per the Delta Shores PUD Design Guidelines (Guidelines). Landscape design guidelines are included in the Guidelines and provide direction for the design and organization of the public spaces on the project site by providing guidance on planting design, street trees, types of plants to be used, irrigation and water conservation, fencing and walls, paving and hardscape, lighting, streetscape furniture, water features, parking and landscape setback buffers. New landscaping would be consistent with the Guidelines and adhere to City standards. The project applicant would coordinate with the City's Urban Forest Service during preparation of all landscaping plans.

### **Lighting**

Exterior lighting would be provided along residential streets, at parks, in residential neighborhoods, and in commercial centers. Lighting and glare issues would be addressed in the EIR.

### **Project Objectives**

The project applicant's objectives for the proposed project include the following:

- 1) Increase the City's housing supply in close proximity to existing transportation corridors and employment centers to minimize trip length for employees.
- 2) Design a residential development that is consistent with the City's land use designations and zoning for the site, and compatible with existing nearby neighborhoods.



- 3) Provide residential uses in an area contiguous to existing development and finance required infrastructure.
- 4) Provide regional and neighborhood serving retail to satisfy the substantial demand for these retail services in the South Sacramento portion of the City.
- 5) Provide hospitality uses in conjunction with the proposed retail development to serve the traveling public associated with the project's proximity to Interstate 5.
- 6) Provide circulation and infrastructure improvements consistent with the City's existing General Plan goals and policies while recognizing the inherent constraints of the project site.

### **Project Schedule**

The project would be developed in phases with initial development occurring on the western and northern portions of the project site prior to development of the proposed Cosumnes River Boulevard Interchange and Extension project. The balance of the project, including the retail and remaining residential development on the eastern side of I-5 is anticipated to develop subsequent to completion of the Interchange project.

### **Lead and Responsible Agencies**

In conformance with sections 15050 and 15367 of the State CEQA Guidelines, the City of Sacramento has been designated the "lead agency", which is defined as the "public agency which has the principal responsibility for approving or disapproving a project."

### **Lead Agency Contacts**

#### *City of Sacramento Development Services Department*

Ellen Marshall, Delta Shores Project Manager  
City of Sacramento Planning Department  
New City Hall, 915 I Street  
Sacramento, CA 95814  
(916) 808-7480

Dana Allen, Senior Planner  
Environmental Planning Services  
City of Sacramento Development Services Department  
2101 Arena Boulevard, Ste. 200  
Sacramento, CA 95834  
(916) 808-2762  
(916) 566-3968 Fax

#### *Responsible Agencies*

A responsible agency is a public agency with discretionary approval over one or more actions involved with the development of a Proposed Project. The Responsible Agencies for the proposed project include the Regional Sacramento Sanitation Agency, the California

Department of Fish and Game, and the Regional Water Quality Control Board for the Central Valley Region.

### Required Discretionary Actions

The City of Sacramento and other responsible agencies are required to follow through with discretionary actions for project approval. The actions necessary for project approval include, but are not limited to, the following:

- Preparation and certification of an EIR pursuant to the California Environmental quality Act and associated Guidelines (City of Sacramento);
- Adoption of Mitigation Monitoring Plan;
- General Plan Amendment (City of Sacramento);
- Airport/Meadowview Community Plan Amendment (City of Sacramento);
- Rezone (City of Sacramento);
- Delta Shores PUD Guidelines and Schematic Plan Amendments (City of Sacramento);
- Master Tentative Parcel Map(City of Sacramento) ;
- Tentative Subdivision Maps (City of Sacramento);
- Inclusionary Housing Plan (City of Sacramento);
- Section 404 Wetlands Permit (U.S. Army Corps of Engineers);
- Waste Discharge Requirement Permit and Section 401 Certification or Waiver (Regional Water Quality Control Board).

### Potential Environmental Effects

The technical sections of the Draft EIR will describe the existing conditions in the project area and surrounding lands. Relevant federal, state, and local laws and regulations, including the City of Sacramento General Plan policies, will be summarized. The methods of analysis and standards of significance used to determine impacts of the project would be described in each of the technical sections of the EIR, including any assumptions that are important to understand the conclusions of the analysis. The standards for determining impact significance will be based on the city's standards of significance. The standards would be used both to determine whether an impact is significant and the effectiveness of recommended mitigation. Any feasible mitigation measures would be identified for each significant impact. The description of mitigation measures will identify the specific actions to be taken, the timing of the action, and the parties responsible for implementation of the measure. At this time, it is anticipated that the following issue areas will be addressed in the EIR:

- Aesthetics;
- Air Quality;
- Agricultural Resources;

- Biological Resources;
- Hydrology & Water Quality;
- Land Use & Planning;
- Noise;
- Public Services (police, fire, parks, schools, parks, solid waste);
- Transportation & Circulation;
- Public Utilities; and
- Public Services.

A summary of the potential effects of the proposed project and issues to be addressed in the EIR are described in the attached Initial Study (Environmental Checklist). The complete Initial Study is available at the City offices for review and is also available on the City's website (<http://www.cityofsacramento.org/dsd/about/planning/CurrentEnvironmentalImpactReportsProjects.cfm>).

Comments on the NOP and Initial Study are due no later than 5:00 p.m. on May 14, 2007 and can be mailed/e-mailed/faxed to:

Dana Allen, Senior Planner  
Environmental Planning Services  
Development Services Department  
2101 Arena Blvd., 2<sup>nd</sup> Floor  
Sacramento, CA 95834  
Fax: (916) 566-3968  
dallen@cityofsacramento.org

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## **ENVIRONMENTAL CHECKLIST (Initial Study)**

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### **I. BACKGROUND**

1. Project Title: Delta Shores Project
2. Lead Agency Name and Address: City of Sacramento  
Development Services Department  
2101 Arena Boulevard, Ste. 200  
Sacramento, CA 95834
3. Contact Person and Phone Number: Dana Allen, Senior Planner  
Environmental Planning Services  
Development Services Department  
(916) 808-2762  
  
Ellen Marshall, Senior Planner  
Planning Department  
(916) 808-5851
4. Project Location: City of Sacramento
5. Project Sponsor's Name and Address: M&H Realty Partners  
Jeff Ray  
SunCal Companies Inc.  
1430 Blue Oaks Blvd., Ste. 200  
Roseville, CA 95747  
  
Scott McPherson  
Merlone Geier Management LLC  
12555 High Bluff Drive, Ste. 385  
San Diego, CA 92130
6. General Plan Designation: Industrial-Employee Intensive, Community/Neighborhood  
Commercial and Office, Low Density Residential,  
Medium Density Residential, Regional Commercial and  
Offices, Parks-Recreation-Open Space, and  
Public/Quasi-Public-Miscellaneous. Airport/Meadowview  
Community Plan: high tech industrial, commercial, office,  
residential, and general public facilities.
7. Zoning: Agricultural (A), Agricultural-Planned Unit Development (A-PUD),  
Shopping Center-PUD (SC-PUD), Single Family Alternative Residential-PUD  
(R-1A-PUD), Single Family Alternative Residential-Review-PUD

(R-1A-R-PUD), Multi-Family Residential-PUD (R-2A-PUD), and  
Manufacturing, Research & Development-PUD (MRD-PUD)

8. Description of Project: See Attached
9. Surrounding Land Uses and Setting: See Attached
10. Other Public Agencies Whose Approval is Required: U.S. Army Corps of Engineers  
California Department of Fish and Game  
Regional Water Quality Control Board

This Initial Study is organized into the following sections:

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

**SECTION II. - ENVIRONMENTAL CHECKLIST AND DISCUSSION:** Contains the Environmental Checklist form together with a discussion of the checklist questions. The Checklist Form is used to determine the following for the Proposed Project: 1) "Potentially Significant Impacts" that may not be mitigated with the inclusion of mitigation measures, 2) "Potentially Significant Impacts Unless Mitigated" which could be mitigated with incorporation of mitigation measures, and 3) "Less-than-significant Impacts" which would be less-than-significant and do not require the implementation of mitigation measures.

**SECTION III. - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:** Identifies which environmental factors were determined to have either a "Potentially Significant Impact" or "Potentially Significant Impacts Unless Mitigated," as indicated in the Environmental Checklist.

**SECTION IV. - DETERMINATION:** Identifies the determination of whether impacts associated with development of the Proposed Project are significant, and what, if any, additional environmental documentation may be required.

A separate volume containing technical appendices that support the findings in the Initial Study is available for review at the City offices during normal business hours.

**SECTION II. ENVIRONMENTAL CHECKLIST AND DISCUSSION**

Issues:	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact
<p>1. <u>LAND USE</u></p> <p><i>Would the proposal:</i></p> <p>A) Result in a substantial alteration of the present or planned use of an area?</p>	✓		
<p>B) Affect agricultural resources or operation (e.g., impacts to soils or farmlands, or impact from incompatible land uses?)</p>	✓		

**Existing Setting**

The proposed project site is located on approximately 800 acres in south Sacramento. The project site is located within the City of Sacramento city limits, is designated for future urban development under the City's General Plan, and is currently zoned for residential, commercial, and industrial uses. Although the site was previously approved for development in 1983, it is currently used primarily for agricultural uses. The proposed project includes development of approximately 4,600 to 5,900 residential units with two mixed-use retail centers. The mixed use community would include residential, entertainment, hospitality, retail with professional office uses, and recreational opportunities with parks, schools, and open space uses. The project site is located on both sides of I-5 and is part of the Airport/Meadowview Community Plan, which is currently being incorporated into the South Area Community Plan. Residential uses and a three-story office complex are located north of the project site. The Sacramento Job Corps facility is located northeast and vacant land zoned for residential uses is located to the east. The Bartley Cavanaugh Golf Course is to the southwest of the project site and the unincorporated community of Freeport is to the west and southwest. Open space buffer lands owned by the Sacramento Regional County Sanitation District (SRCSD) are located to the south of the project site, with the Sacramento Regional Wastewater Treatment Plant further south of the buffer lands.

**Standards of Significance**

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

- Substantially alter an approved land use plan that would result in a physical change to the environment.

### Answers to Checklist Questions

- A) The proposed project site currently consists of agricultural land. Development of the proposed project would replace agricultural land with a residential development along with two mixed-use centers. Project development would substantially change the type and intensity of uses on the project site. This would be considered a ***potentially significant impact*** and the project's consistency with applicable plans and compatibility with surrounding land uses will be further addressed in the EIR.
- B) The project site is located adjacent to suburban development at the southern portion of the City of Sacramento. There are agricultural activities on-site and in the surrounding area that could be affected by the proposed project. Impacts to agricultural operations or resources would be considered ***potentially significant*** and will be addressed in the EIR.

### Findings

The proposed project is anticipated to result in potentially significant impacts associated with land use and agricultural resources issues, which will be addressed further in the EIR.



Issues:	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact
<b>2. POPULATION AND HOUSING</b>			
<i>Would the proposal:</i>			
A) Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?	✓		
B) Displace existing housing, especially affordable housing?			✓

### Environmental Setting

The proposed project site is located within the City of Sacramento city limits and is currently zoned for residential, commercial, and industrial uses. The existing Airport/Meadowview Community Plan designates the project area as commercial, high tech industrial, office, residential, and general public facilities. Residential development is located to the north and west of the project site.

### Standards of Significance

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

- Induce substantial growth that is inconsistent with the approved land use plan for the area or displace existing affordable housing.

### Answers to Checklist Questions

A) The proposed project includes the construction of up to 5,900 residential units, which would directly result in an increased population of up to approximately 15,163 people, assuming 2.57 persons per household.<sup>1</sup> While the addition of population to this area would not result in direct physical impacts to the environment, the population generated by the proposed project could result in an increase in demand for services, which could potentially result in the construction of new infrastructure and/or facilities necessary to provide services to the area. Construction of such facilities could cause physical environmental effects. This is considered a **potentially significant impact** and will be discussed further in the EIR. The growth inducing aspects of the project will also be addressed in the EIR.

1 U.S. Census Bureau website, 2000 U.S. Census, American Fact Finder, Sacramento City, California, <http://factfinder.census.gov>, accessed March 21, 2007.

The proposed project would be built on a site that currently consists of agricultural uses. No housing is located on the project site; therefore, no housing would be displaced as a result of the proposed project. This would result in a ***less-than-significant impact***, and this issue will not be further addressed in the EIR.

## **Findings**

The proposed project would not displace existing housing, especially affordable housing. However, since the project would generate a new permanent population, environmental effects resulting from this growth are considered potentially significant and will be discussed further in the EIR.

Issues:	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact
3. <u>SEISMICITY, SOILS, AND GEOLOGY</u>			
<i>Would the proposal result in or expose people to potential impacts involving:</i>			
A) Seismic hazards?			✓
B) Erosion, changes in topography or unstable soil conditions?			✓
C) Subsidence of land (groundwater pumping or dewatering)?			✓
D) Unique geologic or physical features?			✓

## Existing Setting

### Geology

Sacramento is located within the Great Valley geomorphic province of California. The Great Central Valley is a deep trough extending 400 miles from the Klamath Mountains in the north to the Tehachapi Mountains in the south. The geologic formations of the Great Valley are typified by thick sequences of alluvial sediments derived primarily from the erosion of the Sierra Nevada to the east and, to a lesser extent, erosion of the Klamath Mountains and Cascade Range to the north. The sediments from these mountains were transported downstream and deposited onto the valley floor as river channel and flood plain deposits and alluvial fans. The subsurface materials beneath the project site have been mapped as recent (Holocene to Pleistocene-aged) alluvial deposits attributed to the Sacramento and American Rivers.<sup>2</sup> The younger alluvial soils are underlain by older (Pleistocene) alluvial fan sediments of the Riverbank Formation. The Riverbank Formation is composed of semi-consolidated gravels, sands and silts.

Review of the historical aerial photographs dating back to the late 1950s indicates that the site has been historically used for agricultural purposes. Several irrigation ditches appear to be present in the aerial photographs running across the site in various locations. A drainage swale is present in the northeast portion of the site. The levee that currently exists along the southern edge of the property is not present in the photographs from the late 1950s but was observed in photographs from the late 1960s.

### Seismicity

Reportedly, earthquakes that have occurred in Northern California since the 1800s have had only moderate effects in the Sacramento area with intensities not exceeding about VI on the Modified Mercalli Scale (MMS). For example, the 1906 earthquake on the San Andreas Fault,

2 Wagner D.L., et. al., State of California, Department of Conservation, State Mining and Geology Board, *Geologic Map of the Sacramento Quadrangle*, 1981.

which had a maximum intensity of XI (MMS) and a moment magnitude (Mw) of about 7.9 in the San Francisco bay area, produced only an intensity of V (MMS) in the Sacramento area. The Health and Safety Element of the General Plan for Sacramento County shows two faults as being influential to Sacramento County: The Midland fault zone, located approximately 30 miles west of the site, and the Bear Mountain fault zone, located approximately 35 miles east of the site. These faults are mapped by the California Geological Survey (CGS) as pre-Quaternary and late-Quaternary, respectively. The Midland fault zone is considered to be a deep pre-Pleistocene subsurface feature extending nearly 50 miles along the west side of the Sacramento Valley. This fault has been approximately located as a result of natural gas exploration work. Subsurface data indicate that there has been no appreciable movement on the Midland fault in the last 24 to 36 million years, and no evidence of surface expression has yet been found.

The Bear Mountain fault is the westerly-most fault within the Foothills fault zone, which consists of numerous northwesterly trending faults along the western edge of the Sierra Nevada range. The Foothills fault zone is generally bounded by the Bear Mountains and Melones fault zones, located approximately 35 and 50 miles east of the site, respectively. The Green Valley, Concord, Cleveland Hill, and Hayward faults are considered to be "Active" as defined by the Alquist-Priolo Earthquake Fault Zoning Act, meaning they have experienced activity within the last 11,000 years. The Cleveland Hill fault, located approximately 75 miles north of the site, was last active in 1975, producing a magnitude 5.7 earthquake event. The Green Valley, Concord and Hayward Faults historically rupture by fault creep, that is, they move continually at a slow rate; however, these faults are considered capable of producing significant earthquake events if a large segment of the fault slips at one time.

The entire State of California is considered to be subject to ground shaking from numerous active fault systems across the state. Based on tables provided in the 2001 edition of the California Building Code (CBC) and the 1997 Uniform Building Code (UBC), the proposed project site has the following site characteristics. The site is located within Seismic Zone 3. The site soil conditions most closely approximate an  $S_D$  profile. The site is not located within 15 kilometers of an active fault; therefore, near-fault effects would not be a factor in seismic design, nor is a seismic source types assigned using the CBC.

Based on soil conditions and the magnitude of anticipated ground shaking at the project site, the geotechnical report found that the likelihood of damaging settlements due to liquefaction is extremely remote.

### Soils

As stated above, the Riverbank formation is composed of semi-consolidated gravels, sands and silts. Soil conditions at the project site are consistent with the mapped geology. There are several soil types identified on the project site by the Natural Resources Conservation Service, including Galt clay, 0 to 2 percent slopes, Galt clay, 2 to 5 percent slopes, Dierssen clay loam, deep, drained, 0 to 2 percent slopes, Egbert clay, partially drained, 0 to 2 percent slopes, Clear Lake clay, partially drained, 0 to 2 percent slopes, San Joaquin silt loam, 0 to 3 percent slopes, and Scribner clay lam, partially drained, 0 to 2 percent slopes.<sup>3</sup> The geotechnical report

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3 Natural Resource Conservation Service website, National Cooperative Soil Survey Web Soil Survey Version

prepared for the proposed project in July 2006 (see Appendix A) found that on-site soils generally consist of brown, silty clays extending to an approximate depth of two to seven feet below existing site grades. Underlying the surface clays are clayey and sandy silts extending to the maximum depth explored. According to the geotechnical report, variably cemented clayey and sandy silts were encountered approximately three to ten feet below the surface.<sup>4</sup>

### Standards of Significance

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

- Allow a project to be built that would introduce geologic or seismic hazards by allowing the construction of the project on a site without protection against those hazards.

### Answers to Checklist Questions

A) As discussed above, the proposed project would not be located in an area of any known faults or Alquist-Priolo special study zones. According to the Probabilistic Seismic Hazard Assessment for the State of California, "Sacramento has the lowest hazard levels of the cities shown (i.e., the probability of all levels of ground motions is lower than in many other regions of the state)." Few known faults and low historical seismicity have been observed in this region.<sup>5</sup> There are no known active faults in or adjacent to the City of Sacramento. The entire state is considered to be subject to groundshaking. However, the geotechnical report found that due to the project site's distance from the nearest active or potentially active fault and specific soil conditions at the project site, that seismic hazards would not be a major factor at the project site.<sup>6</sup> In addition, construction contractors are required to comply with the California Universal Building Code (CUBC) and the California State Building Code (Title 24) to ensure that the project is designed and constructed to meet specific minimum seismic safety and structural design requirements.

Secondary effects of groundshaking, such as liquefaction, can affect structures in certain areas if not properly mitigated. Liquefaction is a phenomenon in which saturated, cohesionless soil experiences a temporary loss of strength due to the buildup of excess pore water pressure, especially during cyclic loading, such as that induced by earthquakes. Flow failure, lateral spreading, differential settlement, loss of bearing strength, ground fissures, lurch cracking, and sand boils are evidence of liquefaction. Soil most susceptible to liquefaction is loose, clean, saturated, uniformly graded, fine-grained sand and silt of low plasticity that is relatively free of clay. The soils on the project site are identified as generally consisting of brown, silty clays underlain by clayey and sandy silts. The soils on the site do not exhibit characteristics of liquefaction. The geotechnical report

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1.1, <http://websoilsurvey.nrcs.usda.gov/app/>, accessed March 20, 2007.

4 Wallace-Kuhl & Associates, Inc., Geotechnical Engineering Report, Delta Shores, July 31, 2006, p. 4.

5 California Department of Conservation, Division of Mines and Geology Open-File Report 96-08, U.S. Department of the Interior, U.S. Geological Survey, Open-File Report 96-706, *Probabilistic Seismic Hazard Assessment for the State of California*, 1996, <http://www.conservation.ca.gov>, accessed March 21, 2007.

6 Wallace-Kuhl & Associates, Inc., Geotechnical Engineering Report, Delta Shores, July 31, 2006, pp. 4-5.

prepared for the proposed project found that the likelihood of damaging settlements due to liquefaction would be remote.<sup>7</sup>

Implementation of applicable regulations, codes, and standard engineering practices would mitigate significant constraints on development of the proposed project site related to groundshaking or secondary seismic hazards. Therefore, the impacts due to seismic activity would be **less than significant** and this issue will not be further addressed in the EIR.

- B) Project construction would require the demolition and removal of a former dairy building along with the removal of old farm equipment, limited excavation, and trenching activities to provide proper drainage, building foundations, and associated infrastructure. The proposed project would not involve any major changes in the topography of the site. Construction activities would result in some cut and fill on the project site; however, because the project site is generally flat, extensive excavations or hillside cuts and fills would not be required. In addition, the project site would largely be covered with impervious surfaces and landscaped areas. This, along with the flat nature of the site, would reduce the potential for erosion on the project site.

As stated above under Impact A, project site soils are not subject to liquefaction, and the site is relatively flat, so the project site would not experience landslides. Compliance with all applicable regulations, codes, and standard engineering practices would reduce the potential for impacts related to other unstable soil conditions. Therefore, substantial soil erosion, changes to topography, and impacts due to unstable soil condition are not expected during construction and the impact would be **less than significant**. This will not be addressed in the EIR.

- C) Subsidence events can occur in areas with substantial amounts of peat oxidation, oil and gas withdrawal, and groundwater withdrawal. Although significant amounts of subsidence have occurred in the Sacramento Delta Region, no significant subsidence has been reported within the City of Sacramento.<sup>8</sup> The geotechnical report for the proposed project encountered groundwater at depths ranging from three to 14 feet below the ground surface, so dewatering could be required at portions of the site requiring excavations deeper than three feet in the western portion of the site, closest to the Sacramento River, and deeper than eight to 14 feet in the remaining portions of the project site. However, since dewatering would be limited, substantial groundwater withdrawal is not anticipated. Therefore, geologic impacts from dewatering are considered **less than significant**. Impacts to groundwater supplies and flows will be addressed in the Hydrology and Water Quality section of the EIR.
- D) The project site is essentially active farmland and is located adjacent to a developed urban environment where there are no unique geologic features or physical features present. Therefore, impacts related to geologic or physical features are considered **less than significant**.

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7 Wallace-Kuhl & Associates, Inc., Geotechnical Engineering Report, Delta Shores, July 31, 2006, pp. 5.

8 City of Sacramento, *General Plan Update Draft Environmental Impact Report*, March 1987, page T-13.

## **Findings**

The proposed project is anticipated to result in less-than-significant impacts to seismicity, soils, and geology. These issues will not be discussed further in the EIR.

Issues:	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact
<p>4. <u>WATER</u></p>			
<p><i>Would the proposal result in or expose people to potential impacts involving:</i></p>			
<p>A) Changes in absorption rates, drainage patterns, or the rate and amount of surface/stormwater runoff (e.g. during or after construction; or from material storage areas, vehicle fueling/maintenance areas, waste handling, hazardous materials handling or storage, delivery areas, etc.)?</p>	✓		
<p>B) Exposure of people or property to water related hazards such as flooding?</p>	✓		
<p>C) Discharge into surface waters or other alterations to surface water quality that substantially impact the temperature, dissolved oxygen, turbidity, beneficial uses of receiving waters or areas that provide water quality benefits, or cause harm to the biological integrity of the waters?</p>	✓		
<p>D) Changes in flow velocity or volume of stormwater runoff that cause environmental harm or significant increases in erosion of the project site or surrounding areas?</p>	✓		
<p>E) Changes in currents, or the course or direction of water movements?</p>	✓		
<p>F) Change in the quantity of ground waters, either through direct additions or withdrawal, or through interception of an aquifer by cuts or excavations or through substantial loss of recharge capability?</p>	✓		
<p>G) Altered direction or rate of flow of groundwater?</p>	✓		
<p>H) Impacts to groundwater quality?</p>	✓		



## Existing Setting

### Surface Water/Drainage

The Sacramento River drainage area encompasses 27,200 square miles, and is bounded by the Sierra Nevada to the east, the Coast Ranges to the west, the Cascade Range and Trinity Mountains to the north, and the Delta-Central Sierra area to the south. The American River is one of four major tributaries from the east. Numerous smaller tributary creeks in Sacramento flow from the east through the city and ultimately discharge to the Sacramento River. The Sacramento River system experiences variations in water levels during different parts of the year and during different parts of the month. Water level is largely affected by amount of runoff entering the system from the rivers' watersheds and the amount of water being released from dams upriver. The system is also subject to tidal action from the Sacramento-San Joaquin Delta (Delta).

The project site is located in an undeveloped portion of the City of Sacramento, currently in agricultural production. The westernmost portion of the site is less than ¼ mile east of the Sacramento River and generally bounded by Morrison Creek to the south. The SRCSD buffer lands are primarily south of Morrison Creek with a small portion north of the creek. Some agricultural drainage runs through the project site. The project site is located in Drainage Basin 89, which includes primarily agricultural areas, bounded by residential and commercial uses to the north, the town of Freeport and the Sacramento River to the west, the Bartley Cavanaugh Gold Course to the southwest. The drainage system carries flows to Pump Station Sump 89, located within the southern portion of the project site, north of Morrison Creek. Flows are then pumped over the Morrison Creek levee into Morrison Creek/Beach Lake.<sup>9</sup>

### Water Quality

The Sacramento River has been classified by the Central Valley Regional Water Quality Control Board (CVRWQCB) as having numerous beneficial uses, including providing municipal, agricultural, and recreational water supply. Other beneficial uses include freshwater habitat, spawning grounds, wildlife habitat, and navigation. Ambient water quality in the Sacramento River is significantly influenced by agricultural drainage, mine drainage, urban runoff, and industrial, municipal, and construction discharges. The reach of the Sacramento that flows through the Sacramento urban area is listed on the federal Clean Water Act Section 303(d) list of impaired and threatened waters for California. The Sacramento River is listed for unknown toxicity and mercury, and the segment from Knights Landing to the Delta, which receives CSS discharges, is also listed for diazinon. Mercury is primarily a legacy of gold mining, and diazinon, a pesticide, is primarily from agricultural return flows and urban application, although urban use of diazinon is expected to be on the decline as the nonagricultural unrestricted use of diazinon has been phased out by the EPA.

### Flooding

The project site is protected from flooding by levees on the southern, eastern, and western boundaries of Basin 89. Both the western and southern levees provide a 100-year level of

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9 Civil Engineering Solutions, Inc., *Delta Shores Development, Sacramento, CA, Preliminary Drainage Study*, March 18, 2007, p. 5.

protection. The eastern levee also has a 100-year level of protection, but has an area of inadequate freeboard, so water from a 100-year flood event can spill over into a portion of the project site. The 2007 Flood Insurance Rate Map (FIRM) for the basin shows an area of the project site within the A99 Zone.<sup>10</sup>

### **Standards of Significance**

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

- Substantially degrade water quality and violate any water quality objectives set by the SWRCB, due to increases in sediments and other contaminants generated by consumptions and/or operational activities.
- Expose people to or property to flooding;
- Discharge into surface waters that would affect the water temperature, turbidity, dissolved oxygen, etc. such that it would affect the health of the water body;
- Create or contribute stormwater runoff which would exceed the capacity of existing or planned stormwater drainage systems or increase in erosion of the project site; or
- Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level.

### **Answers to Checklist Questions**

A,C,E) Development of the proposed project would replace existing undeveloped agricultural land with new impervious surfaces. The amount of impervious surface would substantially increase with development of the project relative to existing conditions; therefore, current absorption rates, drainage patterns, water movements, and the rate and amount of surface runoff would be altered.

Development associated with the proposed project would involve soil-disturbing construction activities, such as grading, excavation, and trenching. These activities would result in soil being exposed to erosion by wind or rain, depending on the time of year. Runoff from the construction site could contain constituents such as sediment and urban pollutants that could enter Basin 89, which drains to Morrison Creek. Increased turbidity in the surface waters could have adverse impacts on fish and wildlife habitat and other established beneficial uses. Increased sediment deposition could also result in increased water treatment costs for turbidity removal, and reduction in the City's conveyance capacity.

Development of the proposed project would result in substantial changes in absorption rates, drainage patterns, water movements, and the rate and amount of surface/storm

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10 Civil Engineering Solutions, Inc., *Delta Shores Development, Sacramento, CA, Preliminary Drainage Study*, March 18, 2007, p. 5.

- water runoff and could result in harmful discharges into surface waters during construction activities. This is a **potentially significant impact** that will be addressed in the EIR.
- B) According to the FIRM dated February 2007, a portion of the project site is located in an A99 Zone due to inadequate freeboard during a 100-year event along Basin 89's eastern levee. Therefore, flooding is considered a **potentially significant impact** and will be addressed in the EIR.
- D) Development of the proposed project could result in substantial changes to velocity and/or volume of stormwater runoff that could cause environmental harm or significant increases in on- or off-site erosion. This is a **potentially significant impact** that will be addressed in the EIR.
- F-H) Groundwater has been encountered on the project site at depths ranging from approximately 3 to 14 feet below the ground surface, with groundwater levels closest to the surface in the western portion of the project site.<sup>11</sup> In the event that construction activities reach the groundwater table, dewatering would be required, which could affect groundwater supplies, movement and flow, and quality. This analysis assumes that the proposed project has the potential to substantially deplete or degrade the quality of groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. Consequently, the proposed project could result in **potentially significant impacts** related to groundwater movement, quality, and supply. These issues will be addressed in the EIR.

## Findings

The proposed project could result in potentially significant impacts to water resources. These issues will be discussed further in the EIR.

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11 Wallace-Kuhl & Associates, Inc., *Geotechnical Engineering Report, Delta Shores*, July 31, 2006, p. 7.

Issues:	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact
<b>5. AIR QUALITY</b>			
<i>Would the proposal:</i>			
A) Violate any air quality standard or contribute to an existing or projected air quality violation?	✓		
B) Exposure of sensitive receptors to pollutants?	✓		
C) Alter air movement, moisture, or temperature, or cause any change in climate?			✓
D) Create objectionable odors?	✓		

### Existing Setting

Air quality is monitored, evaluated and regulated by federal, state, regional, and local regulatory agencies and jurisdictions, including the EPA, the California Air Resources Board (CARB), and the Sacramento Metropolitan Air Quality Management District (SMAQMD). The EPA, CARB and SMAQMD develop rules and/or regulations to attain the goals or directives imposed by legislation. Both state and regional regulations may be more, but not less, stringent than federal regulations.

The CARB establishes state ambient air quality standards and motor vehicle emission standards, conducts research, and oversees the activities of regional Air Pollution Control Districts and Air Quality Management Districts. The CARB has designated the Sacramento Valley as a non-attainment area with respect to ozone and particulate matter under 10 microns (PM<sub>10</sub>). The Sacramento Urbanized Area has recently been redesignated to attainment status with respect to the state carbon monoxide (CO) standard, bringing the entire county into attainment. The Sacramento Valley is an attainment area for nitrogen dioxide (NO<sub>2</sub>) and sulfur dioxide (SO<sub>2</sub>).

### Standards of Significance

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

- Result in an increase in short-term effects (construction) of nitrogen oxides (NO<sub>x</sub>) above 85 pounds per day and in increase in long-term effects (operation) of either ozone precursor, nitrogen oxides (NO<sub>x</sub>) and/or organic gases (ROG), above 65 pounds per day would result in a significant impact; or

- Result in carbon monoxide (CO) concentrations that exceed the 1-hour state ambient air quality standard of 20.0 parts per million (ppm) or the 8-hour state ambient standard of 9.0 ppm (state ambient air quality standards are more stringent than their federal counterparts).

### Answers to Checklist Questions

- A,B) The proposed project would result in construction-related and operational air emissions. These emissions may exceed thresholds set by federal, state, and local regulations. Sensitive receptors in the area include users of nearby existing facilities and residents in surrounding neighborhoods. Construction and operation of the project could result in **potentially significant impacts** to air quality. These issues will be further addressed in the EIR.
- C) The proposed project would develop new homes and two mixed-use retail centers. The project would not be expected to alter moisture or air movement. However, the conversion of agriculture and open space to developed uses would increase the impervious surface area and could affect temperatures at the project site. It is anticipated that impacts associated with altering air movement, moisture, or temperature would be **less than significant**. Information associated with global warming and an increase in temperatures will be discussed further in the EIR.
- D) The project would develop land uses that are typical in a suburban environment; uses that include residential and mixed use retail. The proposed uses typically do not produce odors that people would consider offensive; however, the project site is located directly north of the SRWWTP and the SRCSD buffer lands, so the proposed project could expose sensitive receptors to uses that may produce offensive odors. Consequently, this is a **potentially significant impact** and will be addressed in the EIR.

### Findings

The proposed project could potentially result in violations of air quality standards or contribute to existing or projected air quality violations. In addition, the project could contribute to changes to temperature and potentially expose sensitive receptors to an increase in pollutants. Although the proposed project itself is not expected to produce offensive odors, its location near the SRWWTP could result in impacts associated with odors. These impacts are potentially significant and will be discussed further in the EIR.

Issues:	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact
6. <u>TRANSPORTATION/CIRCULATION</u>			
<i>Would the proposal result in:</i>			
A) Increased vehicle trips or traffic congestion?	✓		
B) Hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	✓		
C) Inadequate emergency access or access to nearby uses?	✓		
D) Insufficient parking capacity on-site or off-site?	✓		
E) Hazards or barriers for pedestrians or bicyclists?	✓		
F) Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	✓		
G) Rail, waterborne or air traffic impacts?			✓

## Environmental Setting

Regional automobile access to the project area is provided by Interstate 5 (I-5). I-5 is a north-south freeway located along the western side of the City of Sacramento. It bisects the project site and will provide access via a new interchange at the proposed extension of Cosumnes River Boulevard, which is expected to be approved in late spring/early summer 2007. Freeport Boulevard (also known as State Route 160 [SR 160]) runs through the community of Freeport, located west of the project site. Stonecrest Avenue traverses the northwest portion of the site, running east from SR 160 over I-5, where it turns to the south and becomes Beach Lake Road. A private road atop the levee makes up the southern boundary of the project site. Several, small, private agricultural roads currently run throughout the site. Many roads traverse the subdivision located directly to the north of the project site, including 24<sup>th</sup> Street and Manorside Drive, which would be extended into the proposed project.

## Standards of Significance

Impact significance criteria's are summarized below for study area intersections, bicycle and pedestrian facilities, and transit facilities).

## **Intersections**

According to City of Sacramento Traffic Impact Guidelines, a significant traffic impact occurs at a signalized or unsignalized intersection (except for freeway ramp/arterial intersections within North Natomas) when:

- The traffic generated by the project degrades peak period level of service (LOS) from A, B, or C (without the project) to D, E, or F (with the project); or,
- The level of service (without project) is D, E, or F and project generated traffic increases the average vehicle delay by 5 seconds or more.

These standards have been developed consistent with a goal set forth in the City of Sacramento, General Plan Update (1988). Specifically, Section 5-11 – Goal D, states to “Work towards achieving a Level of Service C on the City’s local and major street system.”

## **Street Segments**

According to City of Sacramento Traffic Impact Guidelines, a significant traffic impact occurs at a roadway segment when:

- The traffic generated by the project degrades peak period level of service (LOS) from A, B, or C (without the project) to D, E, or F (with the project); or,
- The level of service (without project) is D, E, or F and project generated traffic increases the volume/capacity ratio by 0.02 or more.

## **Freeway Ramps and Mainline**

Caltrans considers the following to be significant impacts:

- Off-ramps with vehicle queues that extend into the ramp’s deceleration area or onto the freeway.
- Project traffic increases that cause any ramp’s merge / diverge level of service to be worse than the freeway’s level of service.
- Project traffic increases that cause the freeway level of service to deteriorate beyond level of service “E.”
- The expected queue at a ramp is greater than the storage capacity.

## **Transit System**

For the purposes of this analysis and according to the City of Sacramento Traffic Impact Guidelines, impacts to the transit system are considered significant if the proposed project would:

- Increase ridership, when added to the existing or future ridership, would exceed available or planned system capacity. Capacity is defined as the total number of passengers the system of buses and light rail vehicles can carry during the peak hours of operations.

## **Bikeways**

For the purposes of this analysis and according to the City of Sacramento Traffic Impact Guidelines, impacts to bikeways are considered significant if the proposed project would:

- Hinder or eliminate an existing designated bikeway, or interfered with implementation of a proposed bikeway; or
- Result in unsafe conditions for bicyclists, including unsafe bicycle/pedestrian or bicycle/motor vehicle conflicts.

## **Pedestrian Circulation**

For the purposes of this analysis and according to the City of Sacramento Traffic Impact Guidelines, impacts to pedestrian circulation are considered significant if the proposed project would:

- Result in unsafe conditions or create a hindrance for pedestrians, including unsafe pedestrian/bicycle or pedestrian/motor vehicle access.

## **Traffic Circulation and Safety**

For the purposes of this analysis and according to the City of Sacramento Traffic Impact Guidelines, impacts to traffic circulation and safety are considered significant if the proposed project would:

- Not comply with City design standards or normal traffic engineering practices.

## **Parking**

For the purposes of this analysis and according to the City of Sacramento Traffic Impact Guidelines, impacts to parking are considered significant if the proposed project would:

- Result in parking demand that exceeds the available or planned parking supply. However, the impact would not be significant if the project is consistent with the parking requirements stipulated in the City Code.

## **Answers to Checklist Questions**

- A) The proposed project would increase traffic both temporarily during construction and permanently during project operation. Increased congestion could result in traffic queuing along the existing I-5, Manorside Drive, 24<sup>th</sup> Street, Stonecrest Avenue and Freeport Boulevard. The proposed project would introduce 4,600 to 5,900 new homes into the area as well as new commercial uses in the retail centers. This additional traffic could result in a **potentially significant** impact to neighboring intersections and I-5. This issue will be addressed in the EIR.
- B, C) Streets surrounding and traversing the project area include I-5, Manorside Drive, 24<sup>th</sup> Street, Stonecrest Avenue, and Freeport Boulevard. During project construction there could be hazards due to construction activities. Project construction could create a hazard



or inadequate emergency access resulting in a **potentially significant** impact. This issue will be addressed in the EIR.

- D) Development of the proposed project would result in intensified usage of the project area and parking demand associated with the retail and commercial uses. The project is proposing to provide parking to accommodate the two retail centers, per City standards. According to the City's parking requirement adequate parking would be provided on-site to meet the demand. Although parking would be provided throughout the proposed project, this is considered a **potentially significant** impact and will be addressed in the EIR.
- E, F) Construction activities associated with the proposed project could create hazards or barriers for pedestrians and bicyclists in the project area. Any such situation would be short-term and temporary during project construction. The majority of the project site is not currently open to bicyclists or the public at large. The project is designed to accommodate bicyclists and pedestrians and is not anticipated to conflict with any policies supporting alternative transportation. The traffic analysis, however, will address the project design and identify any potential impacts to pedestrians or bicyclists. This is a **potentially significant impact** and will be addressed in the EIR.
- G) The proposed project would not affect rail traffic or watercraft travel patterns. The closest airport to the project site is Executive Airport located approximately 3.5 miles north. It is not anticipated that air traffic would be affected by the project. This impact would be considered **less than significant** and will not be further addressed in the EIR.

## Findings

Development of the proposed project could increase traffic congestion, create hazards to safety due to design features, result in inadequate emergency access during project construction, or result in insufficient parking capacity or impacts to pedestrians or bicyclists. These issues could result in potentially significant impacts; therefore, these issues will be addressed in the EIR. Since issues associated with rail, waterborne, and air traffic impacts would result in less-than-significant impacts, these issues will not be discussed further in the EIR.

Issues:	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact
7. <u>BIOLOGICAL RESOURCES</u>			
<i>Would the proposal result in impacts to:</i>			
A) Endangered, threatened or rare species or their habitats (including plants, insects, fish, amphibians, reptiles, birds and mammals)?	✓		
B) Locally designated species (e.g., heritage or City street trees)?	✓		
C) Wetland habitat (e.g., marsh, riparian and vernal pool)?	✓		

### Environmental Setting

The site is currently actively farmed agricultural land that is located at an elevation of approximately 10 feet above mean sea level. The fields throughout the site have been disturbed by agricultural operations and discing. Trees are largely absent from the site, with the exception of a few mature trees located along the western boundary of the site and lining the edge of the golf course on the southern boundary of the western portion of the project site and scattered throughout the remainder of the site. Surrounding land uses include the Bartley Cavanaugh Golf Course to the southwest, SRCSD buffer lands to the south, rural residences and the Sacramento River to the west, agricultural land and the Sacramento Jobs Corps facility to the east, and suburban residences to the north.

Wetlands and water features do exist on the project site, including some drainage channels. The project site could provide suitable habitat special status species, including vernal pool crustaceans, western burrowing owl, giant garter snake, Swainson's hawk, and other foraging raptors. A special status species assessment and wetland delineation have been prepared for the project site, and similar surveys are being prepared for some off-site areas.

### Standards of Significance

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

- Creation of a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected;
- Substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal;

- Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters or wetlands); or
- Violate the Heritage Tree Ordinance (City Code 12.64.040).

### Answers to Checklist Questions

- A) The project site is located in an agricultural area where there are known special status species and their habitats within the project site. Therefore, this may be a ***potentially significant impact*** and will be discussed further in the EIR.
- B) There are no heritage trees present on the project site; however, there are some existing mature trees located along the project perimeter and scattered throughout the site. Several trees would be removed as part of the proposed project. Removal and replanting of all trees would be in accordance with the City's Urban Forest Service (UFS) rules and regulations. This is considered a ***potentially significant impact*** and will be addressed in the EIR.
- C) The project site is located in an agricultural area. Many of the regionally occurring special-status species are associated with vernal pools and seasonal wetlands, which occur adjacent to the site. Wetlands do exist on the project site. Therefore, this is a ***potentially significant impact*** that will be addressed in the EIR.

### Findings

The proposed project is anticipated to result in some potentially significant impacts to biological resources. These issues will be discussed further in the EIR.

Issues:	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-significant Impact
8. <u>ENERGY</u> <i>Would the proposal result in impacts to:</i>			
A) Power or natural gas?	✓		
B) Use non-renewable resources in a wasteful and inefficient manner?	✓		
C) Substantial increase in demand of existing sources of energy or require the development of new sources of energy?	✓		

### Existing Setting

The project site is within the city limits of the City of Sacramento. Electricity within the City is supplied by the Sacramento Municipal Utility District (SMUD). High voltage 230,000 volt and 115,000 volt transmission lines provide power to substations, where the power is stepped down and routed to neighborhood communities throughout the area. Pacific Gas and Electric (PG&E) provides natural gas service within the area.

### Standards of Significance

For the purposes of this EIR, impacts to natural gas and electrical services are considered significant if the proposed project would:

- Require PG&E to secure a new gas source beyond their current supplies; or
- Result in the need for a new electrical source (e.g., hydroelectric and geothermal plants).

### Answers to Checklist Questions

A-C) The proposed project would result in the addition of up to 5,900 new homes and two commercial/retail centers, which would result in an increase in demand for electricity and natural gas at the project site. The proposed project would be served by SMUD for electricity and PG&E for natural gas. Although the proposed project would include energy conservation measures, the demand created could result in the need for new energy transmission infrastructure or energy sources. Because this cannot be confirmed at this time by either SMUD or PG&E, this is considered a **potentially significant impact** and will be analyzed in the EIR.

## **Findings**

The proposed project could result in potentially significant impacts to energy resources. These issues will be addressed further in the EIR.

Issues:	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact
9. <u>HAZARDS</u> <i>Would the proposal involve:</i>			
A) A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals or radiation)?		✓	
B) Possible interference with an emergency evacuation plan?			✓
C) The creation of any health hazard or potential health hazard?		✓	✓
D) Exposure of people to existing sources of potential health hazards?			✓
E) Increased fire hazard in areas with flammable brush, grass, or trees?			✓

### Existing Setting

Hazardous materials are formally defined as a substance or combination of substances that, because of its quantity, concentration, physical, chemical or infectious characteristics, may pose a potential hazard to human health or the environment when improperly handled.

A Phase I Environmental Site Assessment (ESA) was prepared for the proposed project by Toxicchem Management Systems, Inc., February 2007 (see Appendix B). The Phase I ESA was used to determine the presence of soil and/or groundwater contamination or other hazardous materials at the project site. The regulatory database search performed as part of the Phase I ESA revealed one potential area of concern 2,000 feet north of the project site at the Meadowview Community Center. The facility is located in the Spills, Leaks, Investigations, & Cleanups (SLIC) database for a release of MtBE, volatile organic compounds (VOCs), and petroleum into groundwater.<sup>12</sup> However, the Phase I ESA concluded that due to the direction of groundwater flow in the area to the northeast, this facility does not pose a threat to groundwater at the project site.<sup>13</sup>

Recognized environmental conditions (RECs) indicate the presence or likely presence of hazardous materials that could pose a threat if a release were to occur into the ground, groundwater, or surface water on a property. The Phase I ESA found several RECs at the

12 Toxicchem Management Systems, Inc., *Phase I Environmental Site Assessment, Delta Shores, Sacramento, California*, February 21, 2007, p. 9.

13 Toxicchem Management Systems, Inc., *Phase I Environmental Site Assessment, Delta Shores, Sacramento, California*, February 21, 2007, p. 21.

project site, including: pesticide, metal, and petroleum residues from agricultural uses and equipment storage areas, in near-surface soils throughout most of the site, lead-based paint residues in near-surface soils in the former dairy areas, aerially deposited lead residues in near surface soils adjacent to I-5, and possible subsurface impacts from a former drug lab operation at one of the dairy sites.<sup>14</sup> Due to the presence of these RECs at the project site, the Phase I ESA recommended a follow-up investigative study and possibly a Phase II ESA.

### Standards of Significance

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

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

### Answers to Checklist Questions

A,C,D) The residents of the proposed project would use hazardous materials typical of those found in all residential and commercial/retail developments, such as paints, solvents, cleaning agents, and common gardening chemicals. However, the proposed project would not have sufficient quantities of these substances at any specific location on site to constitute a hazard. Additionally, all hazardous materials must be used, stored and transported according to applicable federal, state, and local requirements. Although the proposed project would include the development of two schools, and an existing school is located adjacent to the project site's northern boundary, for the reasons stated above, the materials used within the project site would not generate a hazard to students.

The project site is not included on the list of hazardous materials sites compiled pursuant to Government Code 65962.5 (Envirostor Database, formerly known as the "Cortese List").<sup>15</sup> In addition, the Phase I ESA prepared for the proposed project found that the project site does not include any contaminated sites. One area of concern does exist 2,000 feet north of the project site, but the Phase I ESA concluded that it does not pose a risk to the project site since groundwater in the area flows northeast, away from the project site.<sup>16</sup>

The Phase I ESA found several RECs that could affect near- and subsurface soils beneath the project site, which could be released during project construction. Unless these materials are properly assessed and mitigated, this could result in a release of hazardous

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14 Toxichem Management Systems, Inc., *Phase I Environmental Site Assessment, Delta Shores, Sacramento, California*, February 21, 2007, p. 21.

15 Department of Toxic Substances, *EnviroStor Database*, <http://www.dtsc.ca.gov/>, accessed March 22, 2007.

16 Toxichem Management Systems, Inc., *Phase I Environmental Site Assessment, Delta Shores, Sacramento, California*, February 21, 2007, p. 21.

materials into the environment and expose people to hazardous materials. This impact would be **less than significant with mitigation incorporated**. This will not be further addressed in the EIR.

### Mitigation Measures

- 9-1 *Prior to the issuance of a building permit, a Phase II ESA shall be prepared by the project applicant, as recommended in the Phase I Environmental Site Assessment, Delta Shores, Sacramento, California, prepared by Toxichem Management Systems, Inc., February 21, 2007. The Phase II ESA shall provide additional information regarding the recognized environmental conditions (RECs) present at the project site, determine whether the RECs pose a threat during project construction and/or operation, and recommend additional mitigation, if necessary. Work within the project site shall not proceed until all identified hazards are managed to the satisfaction of the City and the Sacramento County Environmental Management Department (SCEMD).*
- 9-2 *In the event that previously unidentified soil or groundwater contamination, USTs, or other features or materials that could present a threat to human health or the environment are discovered during excavation and grading or construction activities, all construction within the project site shall cease immediately, and the applicant shall retain a qualified professional to evaluate the type and extent of the hazardous materials contamination and make appropriate recommendations, including, if necessary, the preparation of a site remediation plan. Pursuant to Section 25401.05 (a)(1) of the California Health and Safety Code, the plan shall include: a proposal in compliance with application law, regulations, and standards for conducting a site investigation and remedial action, a schedule for the completion of the site investigation and remedial action, and a proposal for any other remedial actions proposed to respond to the release or threatened release of hazardous materials at the property. Work within the project site shall not proceed until all identified hazards are managed to the satisfaction of the City and the SCEMD.*
- B) No modifications to the existing street system are proposed because the project site is currently in agricultural production and there are no existing roadways on the site. New streets would be developed as part of the project. Any new roadways or improvements to roadways would comply with City requirements and it is unlikely that project-generated traffic would impair emergency evacuation. Since the project would be subject to the requirements contained within the City's emergency response and evacuation plans, impacts related to impaired implementation or physical interference with an adopted emergency response or evacuation plan are considered **less than significant** and will not be addressed further in the EIR.
- E) Land uses adjacent to the project site include residential uses to the north and west, agricultural uses to the east, and the SRCSD buffer lands to the south. These uses would not represent a substantial wildland fire risk to the project site. Further, all new development is required to comply with requirements set forth by the City's Fire Department. Because the land surrounding the project site is primarily agricultural and



does not include uses that would increase fire hazards, the potential for wildland fire hazards to occur in this area is considered *less than significant*. This will not be addressed in the EIR.

## **Findings**

The proposed project is anticipated to result in less-than-significant impacts associated with emergency access or evacuation plans and wildland fire. Mitigation is proposed to address the potential for an impact to occur associated with hazardous materials and public safety. These issues are less-than-significant with mitigation incorporated. These issues will not be discussed further in the EIR.

Issues:	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact
10. <u>NOISE</u>			
<i>Would the proposal result in:</i>			
A) Increases in existing noise levels? Short-term Long Term	✓		
B) Exposure of people to severe noise levels? Short-term Long Term	✓		

### Existing Setting

The three major noise sources in the City of Sacramento are surface traffic, aircraft, and railroad operations. The project site is located in close proximity to I-5 and city streets and would be subject to associated noise levels. The closest sensitive receptors would be the existing residences located along Highway 160 adjacent to the western boundary of the project site and the residences located adjacent to the western and northern boundaries of the site.

### Standards of Significance

Thresholds of significance are those established by the Title 24 standards and by the City's General Plan Noise Element and the City Noise Ordinance.

Noise and vibration impacts resulting from the implementation of the proposed project would be considered significant if they cause any of the following results:

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

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

### **Answers to Checklist Questions**

A, B) Construction and normal operation could result in both a short-term (construction) and long-term (operation) increase in existing noise levels and potentially expose people to increased noise levels. Impacts associated with these issues are ***potentially significant*** and will be addressed in the EIR.

### **Findings**

Noise issues could result in potentially significant impacts; therefore, these issues will be addressed in the EIR.

Issues:	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact
11. <u>PUBLIC SERVICES</u> <i>Would the proposal have an effect upon, or result in a need for new or altered government services in any of the following areas:</i>			
A) Fire protection?	✓		
B) Police protection?	✓		
C) Schools?	✓		
D) Maintenance of public facilities, including roads?			✓
E) Other governmental services?			✓

### Existing Setting

The project site would be served by the Sacramento Police Department (SPD) and Sacramento Fire Department (SFD) for police and fire protection services. The SFD provides fire-related and emergency services throughout the city and in surrounding areas. The project site would be served by Fire Station 16, located near the intersection of Gardendale Road and 24<sup>th</sup> Street, approximately 1.5 miles north of the project site. The project site is located within the Sacramento City Unified School District, which would continue to provide school services to students generated within the proposed project. The City of Sacramento provides other governmental services, including road maintenance.

### Standards of Significance

For the purposes of this environmental document, an impact would be considered significant if the project results in the need for new or altered services related to fire protection, police protection, school facilities, roadway maintenance, or other governmental services.

### Answers to Checklist Questions

- A-C) Development of the proposed project would result in a permanent increase in population in the project area, creating an increased demand for fire protection, police protection, and schools. Impacts associated with these issues are **potentially significant** and will be addressed in the EIR.
- D) Public rights-of-way, driveways, and parking facilities would all be designed and developed in compliance with City standards. The proposed project would be required to pay their fair share of any roadway improvements, as required by the City. Accordingly, impacts

associated with maintaining public facilities and roads are considered ***less than significant*** and will not be addressed in the EIR.

- E) The proposed project would create a temporary population during business hours for the retail, service oriented office, and commercial portions of the project and a permanent population associated with the residential portion of the project. It is not anticipated that this increase in local population would create a need for new government services or altered government facilities since the project is a mixed-use development that would provide services to the new generated population. Accordingly, adverse impacts to government services are not anticipated and impacts are considered ***less than significant***.

### **Findings**

Impacts to police protection services, fire protection services, and schools are potentially significant and will be addressed in the EIR. Impacts to road maintenance services and other governmental services would be less than significant and will not be discussed further in the EIR.

Issues:	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact
12. <u>UTILITIES</u>			
<i>Would the proposal result in the need for new systems or supplies, or substantial alterations to the following utilities:</i>			
A) Communication systems?			✓
B) Local or regional water supplies?	✓		
C) Local or regional water treatment or distribution facilities?	✓		
D) Sewer or septic tanks?	✓		
E) Storm water drainage?	✓		
F) Solid waste disposal?	✓		

## Existing Setting

### Water Supply

The City of Sacramento is primarily supplied with surface water from the Sacramento and American Rivers. The City diverts water pursuant to riparian and pre-1914 rights to divert 75 cubic feet per second (cfs) from the Sacramento River and secured five additional appropriative water rights with various priorities from October 1947 to September 1954. Sacramento River permit 00992 and American River permits 011358 and 011361 authorize the taking of water from the respective sources by direct diversion. The other two permits, 011359 and 011360, authorize re-diversion and consumptive uses of stored water and releases from the Upper American River Project. Currently, the City has Application S014834 pending with the SWRCB for an additional 50,581 acre-feet per annum (AFA) from the Sacramento River. The City's surface water permits require use of the diverted water within the authorized Place of Use (POU). Permits 11359 and 11361 designate a 96,000-acre area within and adjacent to the City as the POU. Permits 11358 and 11360 designate a 79,500-acre area within and adjacent to the City as the authorized POU. Permit 992 designates lands within the City of Sacramento as the authorized place of use. Additionally, the City maintains 32 groundwater wells for potable and non-potable use; 23 wells are actively used to supply drinking water. The current system can supply 24 million gallons per day (mgd) and produce up to 26,800 AFA.

### Wastewater

Wastewater treatment within the City of Sacramento is provided by the Sacramento Regional County Sanitation District (SRCSD). SRCSD operates all regional interceptors and wastewater treatment plants serving the City except for the combined sewer and storm drain treatment facilities which are operated by the City of Sacramento. Local and trunk wastewater collection in

the City is provided by County Sanitation District 1 (CSD-1) and the City of Sacramento. Within this area, the CSD-1 serves the community plan areas of South Natomas, North Natomas, and portions of Arcade-Arden, East Broadway, East Sacramento, Airport Meadowview and South Sacramento. The City provides wastewater collection to about two-thirds of the area within the city limits, which is comprised of two distinct areas; the area served by the CSS and the areas served by a separated sewer system. The City provides sewer service to the following community plan areas: Central City, Land Park, Pocket, North Sacramento, and portions of Arden-Arcade, South Sacramento, East Sacramento, East Broadway and Airport Meadowview. The proposed project would be served by the City and is outside of the CSS area. The City provides wastewater collection to the site by a separated sewer system.

The Sacramento Regional Wastewater Treatment Plant (SRWTP), which is located just south of the project site, is owned and operated by SRCSD and provides sewage treatment for the entire City. Sewage is routed to the wastewater treatment plant by collections systems owned by CSD-1 and the cities of Sacramento and Folsom. SRWTP is a high purity oxygen activated sludge facility, and is permitted to treat an average dry weather flow (ADWF) of 181 million gallons per day (mgd) and a daily peak wet weather flow of 392 mgd. Currently, the facility's ADWF is approximately 150 mgd. The SRWTP 2020 Master Plan projects a population-based flow of 218 mgd ADWF. After secondary treatment and disinfection, a portion of the effluent from the plant is further treated in SRCSD's Water Reclamation Facility and then used for landscape irrigation within the City of Elk Grove. The majority of the treated wastewater is dechlorinated and discharged into the Sacramento River. The SRCSD maintains the regional interceptors that convey sewage to the treatment plant.

### Solid Waste

The City collects all residential solid waste. Commercial waste collection is performed by both City and permitted private haulers. Residential and commercial solid waste collected by the City is transported to the Sacramento Recycling and Transfer Station (8491 Fruitridge Road) and is then transported to Lockwood Landfill, near Sparks, Nevada. Commercial waste collected by private companies is disposed of at a variety of facilities including the Sacramento County Keifer Landfill, the Yolo County Landfill, Forward Landfill, L and D Landfill, Florin Perkins Landfill, and several privately run transfer stations. Private haulers can deliver waste to the landfill of their choice; they typically select the most cost-efficient option.

Chapter 17.72 of the City's Codes addresses recycling and solid waste disposal requirements. Pursuant to Chapter 17.72, a recycling plan must be submitted by the project applicant at the time plans are submitted to the Building Department. The recycling plan must include details regarding the handling and storage of recyclable materials and any plans for the use of recyclable materials during construction and any proposed recycling educational efforts. The project applicant would be required to submit a recycling plan to the City.

### **Standards of Significance**

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

- Result in a detriment to microwave, radar, or radio transmissions;

- Create an increase in water demand of more than 10 million gallons per day;
- Substantially degrade water quality; or
- Generate stormwater that would exceed the capacity of the stormwater system.

### Answers to Checklist Questions

- A) The proposed project does not include the development of any structures tall enough to disrupt communication systems. Therefore, this is ***less-than-significant impact*** and will not be further addressed in the EIR.
- B, C) According to the General Plan, sufficient water supply and treatment capacity exists and is planned to exist through Year 2030. It is anticipated that the City of Sacramento would have sufficient water supply and treatment capacity to meet the demand of the proposed project; however, to ensure adequate capacity, a more thorough analysis will be performed in the EIR. In addition, the project is required to prepare a Water Supply Assessment to ensure adequate water is available to serve the project. Impacts are considered ***potentially significant*** and will be addressed further in the EIR.
- D,E) The proposed project would increase the amount of wastewater and storm drainage and the project site and require the construction of sewer and drainage infrastructure. Wastewater generated by the proposed project would increase existing flows to the SRWTP and could result in a ***potentially significant impact***. This issue will be discussed further in the EIR.
- F) The proposed project would result in the development of up to 5,900 homes and many new businesses that could require the construction or expansion of solid waste facilities. This would be considered a ***potentially significant impact*** and will be discussed in the EIR.

### Findings

The proposed project would not result in adverse effects to communication systems. Accordingly, this issue will not be discussed in the EIR. Impacts concerning water supply and treatment capacity, wastewater, and solid waste are potentially significant and will be discussed further in the EIR.



Issues:	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact
13. <u>AESTHETICS, LIGHT AND GLARE</u> <i>Would the proposal:</i>			
A) Affect a scenic vista or adopted view corridor?	✓		
B) Have a demonstrable negative aesthetic effect?	✓		
C) Create light or glare?	✓		
D) Create shadows on adjacent property?	✓		

### Environmental Setting

The project site is characterized as actively farmed agricultural land. There are a few mature trees on the site, which are primarily concentrated along the western and southern boundaries. Neither the project site nor the surrounding areas are considered scenic vistas. Interstate 5 bisects the project site; however, I-5 is not a designated scenic highway by Sacramento County. The only officially designated State Scenic Highway in Sacramento County is Route 160 (also known in the project area as Freeport Boulevard), which runs adjacent to the project site's western boundary.

### Standards of Significance

For the purposes of this environmental document impacts associated with shadows and glare would be considered significant if:

- New shadows from development would shade a recognized public gathering place (e.g., park) or place residences/child care centers in complete shade, or
- Glare would be cast in such a way as to cause public hazard or annoyance for a sustained period of time.

### Answers to Checklist Questions

- A) The project site is not located in a designated scenic vista or an adopted view corridor. The project site is, however, located within view of Route 160, which is the only officially designated State Scenic Highway in Sacramento County. In addition, development of the proposed project could affect visual resources and would change the visual character of the project site; therefore, impacts are considered **potentially significant**.
- B-D) The proposed project could produce light or glare, shadows, or have other demonstrable negative aesthetic effects. Impacts are considered **potentially significant** and will be discussed further in the EIR.

## **Findings**

Issues associated with aesthetics and visual resources are considered potentially significant and will be addressed further in the EIR.

Issues:	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact
14. <u>CULTURAL RESOURCES</u>			
<i>Would the proposal:</i>			
A) Disturb paleontological resources?		✓	
B) Disturb archaeological resources?		✓	
C) Affect historical resources?		✓	
D) Have the potential to cause a physical change which would affect unique ethnic cultural values?		✓	
E) Restrict existing religious or sacred uses within the potential impact area?			✓

## Existing Setting

The Riverbank Formation underlies the project site. Fossils recovered from the Riverbank Formation typically are large, late Pleistocene vertebrates, including Bison (bison), Equus (horse), Camelops (camel), Mammuthus (mammoth), Paramylodon (ground sloth) and Canis (wolf). Fish, frogs, snakes, turtles, and a few plants, such as Prunus (prune), Platanus (sycamore), and Salix (willow), also have been found within this formation.

The project site is located in a geographic region that, at the time of European contact, was occupied by the Penutian-speaking Nisenan. The Nisenan and their ancestors inhabited the American, Yuba, and Bear river drainages for at least 4,500 years before Euroamerican settlers arrived. Major prehistoric archaeological sites in this portion of Sacramento County tend to be situated on elevated ridges or terraces adjacent to creeks or major watercourses.

Spanish exploration of the Sacramento Valley began in the early nineteenth century and continued during the subsequent period of Mexican rule of California. John Sutter, a German-born entrepreneur who had been granted Mexican citizenship, arrived at the confluence of the Sacramento and American rivers in 1839, settling in Nisenan territory. In 1841, the Mexican government granted Sutter 48,827 acres of land on which he built a compound named Sutter's Fort. Sutter named his settlement New Helvetia (or New Switzerland) after the birthplace of his father.

In January 1848, James Marshall, an employee of Sutter, discovered gold on the American River. Marshall's discovery triggered the gold rush, a massive influx of fortune-seekers into California which led to the creation of major cities, including Sacramento, which was incorporated on February 27, 1850.

A portion of the project site overlaps the location of the former Russian Embarcadero, which dates back to the 1840s. This trading post located on the banks of the Sacramento River was used to trade hides and other goods to provide financing for Sutter's purchase of the Russian's Ross holdings.

### Standards of Significance

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

- Cause a substantial change in the significance of a historical or archaeological resource as defined in CEQA Guidelines Section 15064.5; or
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

### Answers to Checklist Questions

- A) The Riverbank Formation underlies the project site. Fossils recovered from the Riverbank Formation typically are large, late Pleistocene vertebrates. No fossils and no evidence of exposed geomorphological features that typically contain fossils were observed during the pedestrian survey of the project site, but that does not preclude the possibility of their existence at greater depth below the ground surface. Consequently, earth-disturbing construction activities such as site clearing, grading, or trenching could uncover previously undiscovered paleontological resources. This would be considered a ***less-than-significant impact with mitigation incorporated***.

### Mitigation Measures

- 14-1 *Should paleontological resources be encountered during project-related earth-disturbing construction activities, all ground-disturbing activity within 100 feet of the discovery shall be halted, and the City of Sacramento Development Services Department shall be notified. The project applicant shall retain paleontological professional to evaluate the find. Mitigation shall be conducted as follows:*
1. *Identify and evaluate paleontological resources by intense field survey where impacts are considered high;*
  2. *Assess effects on identified sites;*
  3. *Consult with the institutional/academic paleontologists conducting research investigations within the geological formations that are slated to be impacted;*
  4. *Obtain comments from the researchers; and*
  5. *Comply with researchers' recommendations to address any significant adverse effects where determined by the City to be feasible.*

*In considering any suggested mitigation proposed by the consulting paleontologist, Development Services Department staff shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, applicable policies and land use assumptions, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the project site while mitigation for paleontological resources is carried out.*

- B-D) ECORP Consulting, Inc. conducted a cultural resources investigation for the project proposed project in 2007.<sup>17</sup> The investigation included a records search, Native American consultation, and pedestrian field survey of the entire project site by qualified archaeologists.

The records search identified three historic-period resources that have been recorded within 0.5 mile of the project area. One previously recorded prehistoric archaeological isolated artifact has been recorded within the boundaries of the project site.

Two historic-period archaeological sites and one prehistoric isolated artifact were identified during the field survey of the project site. The previously recorded isolate located within the project boundary could not be relocated.

One of the historic-period archaeological sites consists of a metal pipe (penstock) and a debris scatter consisting of glass bottle fragments and building material. Based on a subsurface test program, the site appears to have a low probability of containing intact subsurface deposits that have the potential to yield information important in history. The resource is recommended as not eligible for listing on the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) and no further action is recommended.

The second historic-period archaeological site consists of dairy and hay barns and a pump house. Archival research and an architectural evaluation of the dairy complex indicate that the site does not appear eligible for listing on the NRHP or CRHR, and no further action is recommended.

Historic maps of the project area vicinity indicate that a portion of the project site overlaps the location of the former Russian Embarcadero, which dates back to the 1840s. This trading post located on the banks of the Sacramento River was used to trade hides and other goods to provide financing for Sutter's purchase of the Russian's Ross holdings. No surface evidence remaining from the Embarcadero was identified during the field survey conducted for the proposed project.

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17 ECORP Consulting. 2007. Cultural Resources Survey and Evaluation, Delta Shores, Sacramento County, California, prepared for SunCal Companies (March); ECORP Consulting, 2007, Cultural Resources Survey Report, Delta Shores Off-Site, Sacramento County, California, prepared for SunCal Companies (July). Both reports are on file with the City of Sacramento Development Services Department.

Buildings located on the project site include those that are associated with the dairy complex. The complex includes a dairy, creamery, a horse/hay barn, the remains of a house foundation, and a water tank house. The dairy complex lacks integrity of design, appearance, material, and workmanship and is recommended be ineligible for listing on the NRHP. Therefore, no significant historic resources, historic districts, or historic landscapes are present on the project site that would be adversely affected by the proposed project.

Due to the level of prehistoric habitation, previous discoveries, proximity of the site to the Sacramento River, and historical activity in the vicinity of the project site, it is possible that there could be yet-undiscovered subsurface archeological resources present on the project site. For example, while no evidence remains above the surface of the former Russian Embarcadero, there is a potential for subsurface features of deposits to exist. In addition, as part of the Native American consultation conducted by ECORP, the Lone Band of Miwok Indians indicated that the project site could be located within the tribe's ancestral territory. Consequently, earth-disturbing construction activities such as site clearing, grading, or trenching could uncover previously undiscovered cultural resources. This would be considered a ***less-than-significant impact with mitigation incorporated***.

#### **Mitigation Measures**

- 14-2 *The project applicant shall hire a qualified archaeologist to perform test trenching in the area of the former Russian Embarcadero to determine if there are subsurface features or deposits associated with this era that remain. If cultural resources are uncovered during test trenching, data recovery or other methods determined adequate by a qualified archaeologist and that are consistent with the Secretary of the Interior's Standards for Archaeological Documentation shall be implemented in order to ensure that resources are not significantly impacted.*
- 14-3 *The project proponent shall hire a qualified archaeologist to monitor all ground-disturbing activities in the vicinity of the former Russian Embarcadero and the dairy complex. If cultural resources are uncovered during construction Mitigation Measure 14-3 shall be implemented.*
- 14-4 *In the event that any prehistoric or historic subsurface archaeological features or deposits, including locally darkened soil ("midden") that could conceal cultural deposits, animal bone, obsidian, and/or mortar are discovered during construction-related earth-moving activities, all ground-disturbing activity within 100 feet of the resources shall be halted and the City of Sacramento Development Services Department shall be notified. The Development Services Department shall consult with a qualified archeologist and the Native American Heritage Commission (NAHC) to assess the significance of the find. Impacts to any significant resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by a qualified archaeologist and that are consistent with the Secretary of the Interior's Standards for Archaeological Documentation.*
- 14-5 *If human remains are discovered at any project construction sites during any phase of construction, all ground-disturbing activity within 50 feet of the remains shall be*

*halted immediately, and the City of Sacramento Development Services Department and the County coroner shall be notified immediately. If the remains are determined by the County coroner to be Native American, the NAHC shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The project proponent shall also retain a professional archaeologist with Native American burial experience to conduct a field investigation of the specific site and consult with the Most Likely Descendant, if any, identified by the NAHC. As necessary, the archaeologist may provide professional assistance to the Most Likely Descendant, including the excavation and removal of the human remains. The County Coroner shall be responsible for approval of recommended mitigation as it deems appropriate, taking account of the provisions of State law, as set forth in CEQA Guidelines section 15064.5(e) and Public Resources Code section 5097.98. The project applicant shall implement approved mitigation, to be verified by the City of Sacramento Development Services Department, before the resumption of ground-disturbing activities within 50 feet of where the remains were discovered.*

- E) ECORP staff requested the Native American Heritage Commission (NAHC) to search its sacred lands database to determine if any Native American cultural resources are located on or near the project site. The NAHC response letter stated that the search of the sacred lands database failed to indicate the presence of Native American resources in the immediate project area. The NAHC letter included a list of Native American organizations and individuals who may have knowledge of cultural resources in the project area. Letters that included a brief description of the project and a project map were sent to each organization/individual identified on the NAHC list. The Lone Band of Miwok Indians provided a written response which indicated that the project site could be located within the tribe's ancestral territory and requested to be kept informed about the proposed project. Mitigation measures 14-4 and 14-5 would ensure that if any unanticipated cultural resources are discovered during the construction of the proposed project that those resources would not be significantly impacted resulting in a ***less-than-significant impact***

## Findings

The proposed project's impacts to cultural resources are anticipated to be less than significant with mitigation incorporated and will not be discussed further in the EIR.

Issues:	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact
15. <u>RECREATION</u>			
<i>Would the proposal:</i>			
A) Increase the demand for neighborhood or regional parks or other recreational facilities?	✓		
B) Affect existing recreational opportunities?	✓		

### Existing Setting

The project site is located within the City of Sacramento and within the City's Airport Meadowview Community Plan. The City Department of Parks and Recreation maintains more than 210 parks totaling more than 2,000 acres within the City,<sup>18</sup> including 18 parks with over 140 acres within the Airport Meadowview Community Plan area.<sup>19</sup> The Bill Conlin Youth Sports Complex is located north of the western portion of the project site, and Meadowview Park is located adjacent to the northern boundary of the eastern portion of the project site.

### Standards of Significance

For the purposes of this environmental document recreation impacts would be considered significant if:

- The project created a new demand for additional recreational facilities or affected existing recreational opportunities.

### Answers to Checklist Questions

A, B) The proposed project would result in a permanent increase in population in the project area, creating an increase in demand for parks and recreation services. The proposed project would develop additional park facilities; however, this is considered a **potentially significant impact** and will be further addressed in the EIR.

### Findings

Impacts to parks and recreation would be potentially significant and will be discussed further in the EIR.

18 City of Sacramento, Department of Parks and Recreation website, <http://www.cityofsacramento.org>, accessed March 22, 2007.

19 City of Sacramento, Department of Parks and Recreation website, *Parks in Airport-Meadowview Area*, <http://www.cityofsacramento.org>, accessed March 22, 2007.



Issues:	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact
<b>16. MANDATORY FINDINGS OF SIGNIFICANCE</b>			
A. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	✓		
B. Does the project have the potential to achieve short-term, to the disadvantage of long-term environmental goals?			✓
C. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	✓		
D. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? Disturb paleontological resources?	✓		

### Mandatory Findings of Significance Discussion

- A) The proposed project is located in an undeveloped area that contains suitable habitat for special-status species. Development of the proposed project would remove much of that potential habitat, which negatively affect these species. The project site contains no known cultural resources; however, the possibility of unearthing unknown or buried resources during grading activities exists. In the event cultural resources were discovered at the project site, implementation of the proposed project could eliminate important examples of California history or prehistory. Therefore, this impact is considered ***potentially significant***.

- B) The proposed project consists of a mixed-use development. The project has been designed and is assumed to comply with federal, state, and local laws and regulations. The intent of developing the Delta Shores project is to provide the surrounding community with quality housing, office, retail, and commercial services. This goal would not include any activities or uses that would achieve short-term, to the disadvantage of long-term, environmental goals; therefore, impacts are considered ***less than significant***.
- C) The proposed project would not have impacts associated with geology and soils, hazardous materials, and cultural resources that are cumulatively considerable. Impacts associated with aesthetics, light, and glare; agricultural resources, air quality; biological resources; water; noise; public services, utilities and service systems; and transportation and circulation are ***potentially significant*** and will be further evaluated in the EIR to determine if potential impacts would be cumulatively considerable.
- D) Impacts associated with aesthetics, light, and glare; agricultural resources, air quality; biological resources; water; noise; public services, utilities and service systems; and transportation and circulation are ***potentially significant*** and will be further evaluated in the EIR to determine if potential impacts would have a substantial adverse effect on human beings.

## REFERENCES

- California Department of Conservation, Division of Mines and Geology Open-File Report 96-08, U.S. Department of the Interior, U.S. Geological Survey, Open-File Report 96-706, Probabilistic Seismic Hazard Assessment for the State of California, 1996, <http://www.conservation.ca.gov>.
- City of Sacramento, Department of Parks and Recreation website, *Parks in Airport-Meadowview Area*, <http://www.cityofsacramento.org>.
- City of Sacramento, General Plan Update Draft Environmental Impact Report, March 1987.
- Civil Engineering Solutions, Inc., Delta Shores Development, Sacramento, CA, Preliminary Drainage Study, March 18, 2007.
- Department of Toxic Substances, EnviroStor Database, <http://www.dtsc.ca.gov/>.
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- U.S. Census Bureau website, 2000 U.S. Census, American Fact Finder, Sacramento City, California, <http://factfinder.census.gov>, accessed March 21, 2007.
- Wagner D.L., et. al., State of California, Department of Conservation, State Mining and Geology Board, Geologic Map of the Sacramento Quadrangle, 1981.
- Wallace-Kuhl & Associates, Inc., Geotechnical Engineering Report, Delta Shores, July 31, 2006.

### SECTION III. - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below potentially would be affected by this project and either have been mitigated in this Initial Study or will be further addressed in the EIR.

- |                                                                  |                                                                        |
|------------------------------------------------------------------|------------------------------------------------------------------------|
| <input checked="" type="checkbox"/> Land Use and Planning        | <input checked="" type="checkbox"/> Hazards                            |
| <input checked="" type="checkbox"/> Population and Housing       | <input checked="" type="checkbox"/> Noise                              |
| <input type="checkbox"/> Seismicity, Soils, and Geology          | <input checked="" type="checkbox"/> Public Services                    |
| <input checked="" type="checkbox"/> Water                        | <input checked="" type="checkbox"/> Utilities and Service Systems      |
| <input checked="" type="checkbox"/> Air Quality                  | <input checked="" type="checkbox"/> Aesthetics, Light and Glare        |
| <input checked="" type="checkbox"/> Transportation/Circulation   | <input checked="" type="checkbox"/> Cultural Resources                 |
| <input checked="" type="checkbox"/> Biological Resources         | <input checked="" type="checkbox"/> Recreation                         |
| <input checked="" type="checkbox"/> Energy and Mineral Resources | <input checked="" type="checkbox"/> Mandatory Findings of Significance |
| <input type="checkbox"/> None Identified                         |                                                                        |

**SECTION IV. - DETERMINATION**

On the basis of the initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the project-specific mitigation measures described in Section III have been added to the project. A NEGATIVE DECLARATION will be prepared.

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

\_\_\_\_\_  
Signature

April 12, 2007  
Date

Dana Allen  
Printed Name