

APPENDIX B

Notice of Preparation Responses



10545 Armstrong Avenue
Mather, CA 95655
Tele: [916] 876-6000
Fax: [916] 876-6160
Website: www.srcsd.com

May 9, 2007

Dana Allen
Senior Planner
Environmental Planning Services
Development Services Department
2101 Arena Blvd., 2nd Floor
Sacramento, CA 95834



Subject: Notice of Preparation for an Environmental Impact Report for the Delta Shores Project (P06-197)

Board of Directors
Representing:

County of Sacramento

County of Yolo

City of Citrus Heights

City of Elk Grove

City of Folsom

City of Rancho Cordova

City of Sacramento

City of West Sacramento

Mary K. Snyder
District Engineer

Stan R. Dean
Plant Manager

Wendell H. Kido
District Manager

Marcia Maurer
Chief Financial Officer

The Sacramento Regional County Sanitation District (SRCSD) has reviewed the Notice of Preparation for an Environmental Impact Report for Delta Shores.

Local service for the Delta Shores Project will be provided by the City of Sacramento's local sewer collection system with a portion of the development served by County Sanitation District 1 (CSD-1). Ultimate conveyance to the Sacramento Regional Wastewater Treatment Plant (SRWTP) will be provided via the 96-inch City Interceptor. Service laterals will not be permitted to connect to this interceptor.

The City Interceptor has limited capacity. The Environmental Impact Report should recognize and evaluate the effects this project may have on increasing flows to this system and any potential to exceed the maximum capacity of the City Interceptor.

Although not specifically mentioned in the NOP, previous references to the use of property owned by SRCSD (namely the Bufferlands) for open space, habitat mitigation and storm water control have been made. There are no agreements in place that allow SRCSD property to be used by the applicant.

The Delta Shores Project shall be required to provide substantial barriers to prevent trespassing between the proposed development and the Bufferlands. Coordination between the City of Sacramento and SRCSD will be necessary to avoid any potential conflicts. All proposals and concepts are to be reviewed and approved by SRCSD.

If you have any questions regarding these comments, please contact me at (916) 876-9994.

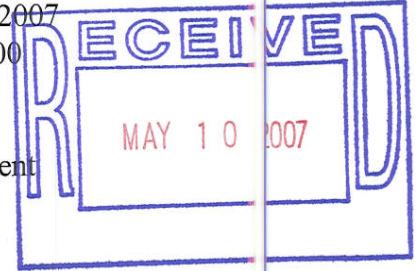
Sincerely,

Sarena Deeble
Policy and Planning

cc: Michael Meyer
Ruben Robles
SRCSD Development Services
CSD-1 Development Services



May 8, 2007
E225.000



10545 Armstrong Avenue
Mather
California
95655
Tele: [916] 876-6000
Fax: [916] 876-6160
www.csd-1.com

Dana Allen
City of Sacramento, Development Services Department
Environmental Planning Services
2101 Arena Boulevard, Suite 200
Sacramento, CA 95834

**Subject: Notice of Preparation For an Environmental Impact Report (EIR) for the Delta Shores Project
Control No.: P06-197**

Dear Ms. Allen:

Board of Directors
Representing:

- County of Sacramento
- City of Citrus Heights
- City of Elk Grove
- City of Folsom
- City of Rancho Cordova
- City of Sacramento

County Sanitation District 1 (CSD-1) and Sacramento Regional County Sanitation District (SRCSD) have reviewed the Environmental Impact Report (EIR) for the subject project.

This is a Notice of Preparation of an EIR for a project that includes the development of an approximately 800-acre master planned community in the south Sacramento area along Interstate 5.

The subject property is mostly outside the boundary of CSD-1, but within the boundaries of SRCSD and the Urban Service Boundaries (USB) as shown on the Sacramento County General Plan. Only a small parcel on the southwest corner of the project area, adjacent to the east side of I-5 is within the CSD-1 boundary. Ultimate plan for conveyance and treatment of the subject property shall be by the City of Sacramento and SRCSD.

We expect that if the project is subject to currently established policies, ordinances, fees, and to conditions of approval, then mitigation measures within the EIR will adequately address the sewage aspects of the project. We anticipate a less than significant impact to the sewage facilities due to mitigation.

If you have any questions regarding these comments, please call A.C. David at 876-6296 or myself at 876-6094.

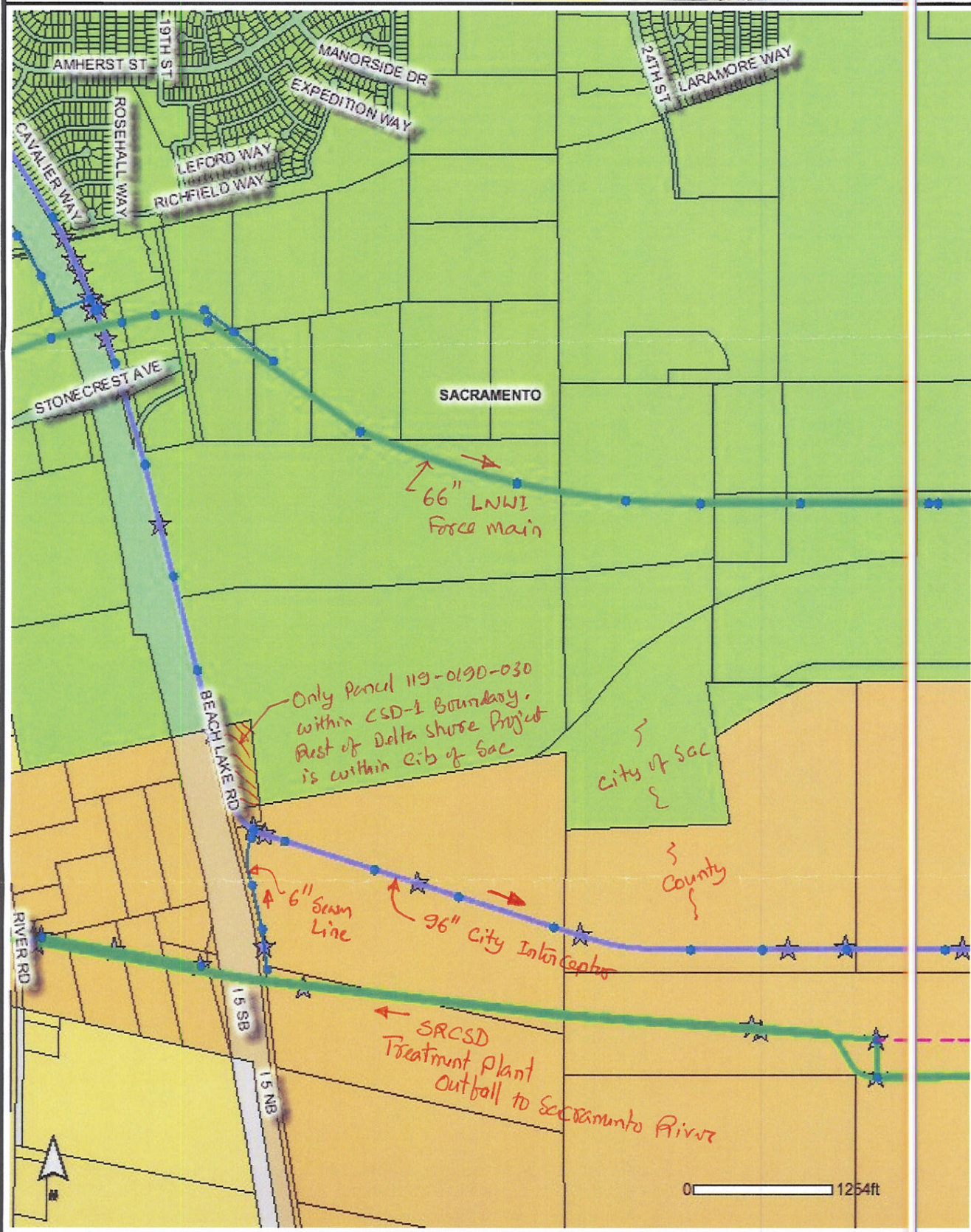
Sincerely,

Salam A. Khan, P.E.
Department of Water Quality
Development Services

SK/CJ:clm

cc: File
Steve Hong

Allen050807.ltr



NOP from an EIR
 The Delta Shores Project
 Dated: April 12, 2007



Regional Transit

Sacramento Regional
Transit District
A Public Transit Agency
and Equal Opportunity Employer

Mailing Address:
P.O. Box 2110
Sacramento, CA 95812-2110

Administrative Office:
1400 29th Street
Sacramento, CA 95816
(916) 321-2800
(29th St. Light Rail Station/
Bus 35, 38, 50, 67, 68)

Light Rail Office:
2700 Academy Way
Sacramento, CA 95815
(916) 648-8400

May 11, 2007

Dana Allen, Senior Planner
City of Sacramento, Environmental Planning Services
North Permit Center
2101 Arena Boulevard, 2nd Floor
Sacramento, CA 95834

NAME OF DEVELOPMENT: Delta Shores

CONTROL NUMBER: P06-197

TYPE OF DOCUMENT: NOP DEIR

The Delta Shores project proposes an 800 acre master plan located within the southern border of the City of Sacramento along I-5, bisected by the Cosumnes River Boulevard extension, including 120 acres between I-5 and Freeport Boulevard. The project proposes a residential neighborhood with a diverse range of housing types totaling 4,600 to 5,900 units integrated around two mixed use centers in South Sacramento.

While Regional Transit (RT) does not currently provide service in the immediate area, plans are underway for the extension of light rail to extend within a mile of the site. With the extension, RT will evaluate modifications to bus service in the south area in order to make connections to light rail.

Regional Transit staff has reviewed the Notice of Preparation and recommends the following be considered when preparing the Environmental Impact Report:

- Local developer fees are an important part of the financing strategy for the construction and operation of the light rail extension. The developer shall work with RT and the City to identify and implement the appropriate transit fee program to provide this project's fair share of the local contribution for the construction and operation of the light rail expansion and bus service in this area.
- Consider the impact of project design on transit accessibility. Physical barriers such as walls, cul-de-sacs, circuitous street patterns and speed bumps all impede access to transit.
- Parking competes with transit usage. Therefore, parking in commercial and multi-family residential areas should not exceed the required standards for the City.
- The applicant shall join the Sacramento Transportation Management

Association (TMA) or form a TMA. Employers should offer employees subsidized transit passes at 50% or greater discount.

- Transit information shall be displayed in a prominent location in the residential sales/rental office, through a homeowner's association, or with real estate transactions. Please contact Devra Selenis, Marketing Department at (916) 321-2859 for more information.
- Contact Robert Hendrix, RT Facilities (916) 649-2759 to determine if a bus shelter pads shall be provided. If determined appropriate (by RT) provide a bus shelter pads as directed.
- Connectivity of, and amenities for pedestrianways such as pavers, tree shading, lighting and trellises will encourage walking to transit. Bike paths should also connect development to the light rail station.
- Landscape planters should be provided between streets and sidewalks.
- Bicycle parking facilities should be provided at building/store entrances.
- Develop a program to offer transit passes at a 50% or greater discount to new homeowners for a period of six months or more. Program shall be reviewed and approved by RT prior to approval of any special permit for the project.
- Consider providing a community shuttle to the light rail station.

Thank you for the opportunity to comment. Please send any subsequent documents and hearing notices that pertain to this project as they become available. If you have further questions regarding these recommendations, please contact me at (916) 556-0507 or tjaiyeoba@sacrt.com.

Sincerely,



Traci Canfield
Planner

c: Taiwo Jaiyeoba, Director of Planning, RT
Don Smith, Senior Planner, RT
Robert Hendrix, Facilities Supervisor, RT
Devra Selenis, Senior Public Information Officer, RT



FIRE DEPARTMENT
"An All-Risk Organization"

Forrest Adams
FIRE CHIEF

CITY OF SACRAMENTO
CALIFORNIA

5770 FREEPORT BL
SUITE 200
SACRAMENTO, CA
95822-3516

PH 916-808-1000
FAX 916-808-1077

TRANSMITTAL

DATE: May 14, 2007

ATTN: Dana Allen, Senior Planner

FROM: Angie Shook, 433-1611
Fire Department

SUBJECT: NOP for an EIR for Delta Shores (P06-197)

Public Services: The Sacramento Fire Department supports the proposal to construct a new fire station which is required to provide adequate emergency response services within the Delta Shores development. The department will need to house at least three companies at this location (engine, truck and medic). The fire station construction should occur in the first phase. The exact location of any future fire station will need to be determined by the Fire Department following a review of the final land use diagram and roadway circulation. The requirements for a fire station site include a minimum of 2 net acres of level property complete with utilities adequate to support the fire station. Contact the Fire Department to determine a specific site location and show the location on the master parcel map.

Circulation: All portions of development serving in excess of twenty-five units require a secondary access point. It appears that the Medium Density/Low Density residential portion of the project that is west of Interstate 5 has a single point of access. With only one point of access increased fire protection must be incorporated to mitigate the limited egress. It is suggested that access to Freeport Blvd. is made available.

From: "yuriy20041@netzero.net" <yuriy20041@netzero.net>
To: <DAllen@cityofsacramento.org>
Date: 05/14/2007 6:53:18 AM
Subject: Comments about Delta Shores Project

We strongly oppose Delta Shores Project because several environmental issues:

- 1) Already bad air quality will become worse;
- 2) Traffic issues, especially on Meadowview Road. The street will become impossible to drive!
- 3) All wild life , including wild rabbits, herons, different species of birds, otters and squirrels will be lost.

Yuriy and Svetlana Mukhin
7889 Manorside Dr
Sacramento, CA 95832
(916) 665-5250

Victor and Tanya Petrenko
110 Hemford Cir
Sacramento, CA 95832
(916) 665-2201

Peter Bedrick
2837 Toy Ave
Sacramento, CA 95822
(916) 3949225

Alex and Olga Ganchenko
2621 26th Ave
Sacramento, CA 95820



DEVELOPMENT SERVICES
DEPARTMENT
CURRENT PLANNING DIVISION
PRESERVATION OFFICE

CITY OF SACRAMENTO
CALIFORNIA

915 "I" STREET
3RD FLOOR
NEW CITY HALL
SACRAMENTO, CA
95814

MEMO

TO: Dana Allen, Senior Planner

FROM: Kathleen Forrest, Associate Planner

RE: Delta Shores NOP Comments

The City of Sacramento's Historic Preservation Office received the Notice of Preparation for an Environmental Impact Report for the Delta Shores Project. The Preservation Office recommends the following information be included in the Scope and Content of the EIR:

- The consultant shall contact the North Central Information Center (<http://www.csus.edu/hist/centers/ncic/>) to conduct an archaeological and historic records search. This records search will identify any known archaeological or historic sites in proximity to the project site, and the potential for encountering unknown sites. This information will enable the Lead Agency to adequately identify further research, alternatives and/or mitigation measures to protect these resources.
- All structures proposed for alteration or demolition on the project site will be evaluated by a qualified architectural historian using the Sacramento Register, California Register, and National Register criteria. The evaluation will include a DPR 523 A & B form for each property, identifying the character-defining features of each structure. The agricultural history of the area and the significance of the property in relation to the agricultural history shall be included as part of the evaluation.
- The landscape will be evaluated using the Secretary of the Interior's Standards for the Treatment of Historic Properties, as well as the guidance included in National Register Bulletin #30, *Guidelines for Evaluating and Documenting Rural Historic Landscapes*. The significance of the landscape will be evaluated regarding the agricultural history and context of the area, using the Sacramento Register, California Register, and National Register criteria.
- Since the proposed project includes a General Plan amendment, consultation with the Native American Heritage Commission and identified affiliated tribes is required.



DEPARTMENT OF CONSERVATION

DIVISION OF LAND RESOURCE PROTECTION

801 K STREET • MS 18-01 • SACRAMENTO, CALIFORNIA 95814

PHONE 916 / 324-0850 • FAX 916 / 327-3430 • TDD 916 / 324-2555 • WEBSITE conservation.ca.gov

May 9, 2007

VIA FACSIMILE (916) 566-3968

Dana Allen, Senior Planner
City of Sacramento
2101 Arena Boulevard, Suite 200
Sacramento, CA 95834

Subject: Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Delta Shores Project SCH# 2007042070

Dear Ms. Allen:

The Department of Conservation's Division of Land Resource Protection (Division) monitors farmland conversion on a statewide basis and administers the California Land Conservation (Williamson) Act and other agricultural land conservation programs. The Division has reviewed the above NOP and offers the following recommendations for the DEIR with respect to the project's potential impacts on agricultural land.

The proposed project involves development of an 800-acre master-planned community. Proposed land uses include 4,600 to 5,900 new homes, retail centers, entertainment, office, school and open space. The NOP notes that the site was approved in 1983 as the Delta Shores Planned Unit Development for employment uses (high technology, industrial, office, etc.), however, the site has been primarily used for agricultural resources. The NOP also notes that the project is anticipated to result in potentially significant impacts to land use and agricultural resources and that these issues will be discussed in the DEIR. Therefore, the Division recommends that the following issues be specifically addressed to document and treat project impacts on agricultural land and land use.

Agricultural Setting of the Project

The DEIR should describe the project setting in terms of the actual and potential agricultural productivity of the land. In fact, the Division's Sacramento County Important Farmland Map, which shows the project site as Farmland of Statewide Importance with a lesser amount of Prime Farmland, can be used for this purpose. In addition, we recommend including the following information to characterize the agricultural land resource setting of the project.

- Current and past agricultural use of the project area. Include data on the types of crops grown, and crop yields and farmgate sales values.
- To help describe the full agricultural resource value of the soils on the site, we recommend the use of economic multipliers to assess the total contribution of the site's potential or actual agricultural production to the local, regional and state economies.

*The Department of Conservation's mission is to protect Californians and their environment by:
Protecting lives and property from earthquakes and landslides; Ensuring safe mining and oil and gas drilling;
Conserving California's farmland; and Saving energy and resources through recycling.*

Dana Allen, Senior Planner
May 9, 2007
Page 2 of 3

State and Federal agencies such as the UC Cooperative Extension Service and USDA are sources of economic multipliers.

Project Impacts on Agricultural Land

- Type, amount, and location of farmland conversion resulting directly and indirectly from project implementation. Since this project is surrounded by agricultural land, any growth-inducing impacts of the project should be discussed.
- Impacts on current and future agricultural operations; e.g., land-use conflicts, increases in land values and taxes, vandalism, etc.
- Incremental project impacts leading to cumulatively considerable impacts on agricultural land. This would include impacts from the proposed project as well as impacts from past, current and probable future projects.

Impacts on agricultural resources may also be quantified and qualified by use of established thresholds of significance (California Code of Regulations Section 15064.7). The Division has developed a California version of the USDA Land Evaluation and Site Assessment (LESA) Model, a semi-quantitative rating system for establishing the environmental significance of project-specific impacts on farmland. The model may also be used to rate the relative value of alternative project sites. The LESA Model is available on the Division's website noted later in this letter.

Mitigation Measures and Alternatives

The Division recommends that feasible alternatives to the project's location or configuration that would lessen or avoid farmland conversion impacts be considered in the DEIR. In addition, the DEIR should discuss feasible mitigation measures for the conversion of agricultural land.

As a form of mitigation, the Division recommends the purchase of agricultural conservation easements on land of at least equal quality and size as partial compensation for the direct loss of agricultural land, as well as for the mitigation of growth inducing and cumulative impacts on agricultural land. We highlight this measure because of its growing acceptance and use by lead agencies as mitigation under the California Environmental Quality Act (CEQA). Mitigation using conservation easements can be implemented by at least two alternative approaches: the outright purchase of conservation easements tied to the project, or via the donation of mitigation fees to a local, regional or statewide organization or agency, including land trusts and conservancies, whose purpose includes the purchase, holding and maintenance of agricultural conservation easements. For example, the California Farmland Conservancy Program is authorized to accept donations of funds if the Department of Conservation is the designated beneficiary and it agrees to use the funds for purposes of the program in a county specified by the donor. Whatever the approach, the conversion of agricultural land should be deemed an impact of at least regional significance and the search for mitigation lands conducted regionally, and not limited strictly to lands within Sacramento County.

Information about conservation easements is available on the Division's website, or by contacting the Division at the address and phone number listed below. The Division's website address is:

Dana Allen, Senior Planner
May 9, 2007
Page 3 of 3

<http://www.conservation.ca.gov/DLRP/>

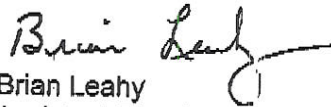
Of course, the use of conservation easements is only one form of mitigation that should be considered. The following mitigation measures could also be considered:

- Protecting nearby farmland from *premature* conversion through the use of less than permanent long-term restrictions on use such as 20-year Farmland Security Zone contracts (Government Code Section 51296) or 10-year Williamson Act contracts (Government Code Section 51200 et seq.).
- Establishing buffers such as setbacks, berms, greenbelts, and open space areas to separate farmland from incompatible urban uses.
- Investing in the commercial viability of the remaining agricultural land in the project area through a mitigation bank, which invests in agricultural infrastructure, water supplies and marketing.

The Department believes that the most effective approach to farmland conservation and impact mitigation is one that is integrated with general plan policies. For example, the measures suggested above could be most effectively applied as part of a comprehensive agricultural land conservation element in the City's general plan. Mitigation policies could then be applied systematically toward larger goals of sustaining an agricultural land resource base and economy. Within the context of a general plan mitigation strategy, other measures could be considered, such as the use of transfer of development credits, mitigation banking, and economic incentives for continuing agricultural uses.

Thank you for the opportunity to comment on the NOP. If you have questions on our comments, or require technical assistance or information on agricultural land conservation, please contact the Division at 801 K Street, MS 18-01, Sacramento, California 95814; or, phone (916) 324-0850.

Sincerely,



Brian Leahy
Assistant Director

cc: Florin RCD
9257 Elk Grove Boulevard
Elk Grove, CA 95624

PUBLIC UTILITIES COMMISSION

505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3298



May 4, 2007



Dana Allen
City of Sacramento
2101 Arena Boulevard, Suite 200
Sacramento, CA 95834

RE: Delta Shores Project, SCH# 2007042070

Dear Ms. Allen:

As the state agency responsible for rail safety within California, we recommend that any development projects planned adjacent to or near the rail corridor in the City be planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade highway-rail crossings. This includes considering pedestrian circulation patterns/destinations with respect to railroad right-of-way.

Safety factors to consider include, but are not limited to, the planning for grade separations for major thoroughfares, improvements to existing at-grade highway-rail crossings due to increase in traffic volumes and appropriate fencing to limit the access of trespassers onto the railroad right-of-way. Any project that includes a modification to an existing crossing or proposes a new crossing is legally required to obtain authority to construct from the Commission. If the project includes a proposed new crossing, the Commission will be a responsible party under CEQA and the impacts of the crossing must be discussed within the environmental documents.

The above-mentioned safety improvements should be considered when approval is sought for the new development. Working with Commission staff early in the conceptual design phase will help improve the safety to motorists and pedestrians in the City.

If you have any questions in this matter, please call me at (415) 703-2795.

Very truly yours,

A handwritten signature in black ink, appearing to read "Kevin Boles".

Kevin Boles
Environmental Specialist
Rail Crossings Engineering Section
Consumer Protection and Safety Division

cc: Terrel Anderson, Union Pacific Railroad
Lisa Carvalho, Steefel, Levitt & Weiss

DEPARTMENT OF TRANSPORTATION
DISTRICT 3 – SACRAMENTO AREA OFFICE
VENTURE OAKS – MS 15
P.O. BOX 942874
SACRAMENTO, CA 94274-0001
PHONE (916) 274-0614
FAX (916) 274-0648
TTY (530) 741-4509



*Flex your power!
Be energy efficient!*

May 7, 2007

07SAC0057
03-SAC-05 PM 14.899
Delta Shores (P07-197)
Notice of Preparation
SCH#2007042070

Ms. Dana Allen
City of Sacramento
2101 Arena Boulevard, Suite 200
Sacramento, CA 95834

Dear Ms. Allen:

Thank you for the opportunity to review and comment on the Notice of Preparation for the Delta Shores project. This 800 acre project includes 120 acres to the west of Interstate 5 (I-5) and 680 acres east of I-5. The project will be accessible via the planned I-5/Cosumnes River Boulevard interchange. In the meantime, freeway access is available via the I-5/Pocket-Meadowview Road or the State Route (SR) 99/Mack Road interchanges. The development includes 4,600 to 5,900 homes, and 2 mixed use retail centers – a regionally oriented Village Center with 1.5 million sq. ft. of retail uses and a Neighborhood Town Center with 150,000 sq. ft. of retail and incorporated office uses. Our comments are as follows:

- o A Traffic Impact Study (TIS) should be completed. The TIS should consider all possible traffic impacts to all ramps, ramp intersections, and the mainline. The TIS should analyze the I-5 interchanges at Pocket-Meadowview Road and the planned Cosumnes River Boulevard, as well as the State Route (SR) 99/Mack Road interchange. The TIS should analyze mainline I-5 between Elk Grove Boulevard and the I-5/US 50 interchange. The TIS should also analyze mainline SR 99 between the Sheldon Road and Florin Road interchanges. The “Guide for Preparation of Traffic Impact Studies” can be found on our website at: <http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/>. We request the opportunity to review the scope assumptions and inputs of the TIS prior to its initiation and the opportunity to provide comment on the draft TIS prior to its release in the environmental document.

- Significant traffic impacts identified in the TIS should be mitigated. Potential mitigation measures may include proportional, nexus based funding for future improvements such as ramp widening, ramp intersection improvements, signalization modification, auxiliary lanes, or mainline improvements such as the I-5 Bus Carpool Lanes project (EA 3C000).
- Coordination between the City and Caltrans is needed to ensure that the project's scope and timing are not significantly altered from what is assumed in the ongoing environmental and design work for the planned I-5/Cosumnes River Boulevard interchange. The traffic analysis needs to confirm that both the near term (10 year design) and the ultimate (20 year design) interchange/local road configuration, as the current interchange plans define, are still valid. Additionally, the City needs to identify a specific phasing proposal for the interchange construction.
- Assembly Bill (AB) 1807 amended the California Environmental Quality Act (CEQA) and Public Resources Code Sections 21081.4, 21081.6 and 21081.7 and mandates that lead agencies provide the California Department of Transportation with information on transportation related mitigation monitoring measures for projects that are of statewide, regional, or area wide significance. The attached *"Guidelines for Submitting Transportation Information from a Reporting or Monitoring Program to the Department of Transportation"* discuss the scope, purpose and legal requirements for mitigation monitoring reporting and submittal, specify the generic content for reports, and explain procedures for the timing, certification and submittal of the required reports. This project under review has impacts that are of regional or area wide significance. Therefore, the attached Mitigation Monitoring Certification Checklist form must be completed and submitted to our office when the mitigation measures are approved, and again when they are completed.
- The project should provide proportional funding for Regional Transit's South Line Phase II light rail extension for track work, stations, and rolling stock. Proportional capital funding may be appropriate to expand Regional Transit bus service to this new development, including neighborhood shuttles or bus feeder service to the planned light rail extension. These transit improvements are important to the sustainability of the local and regional transportation system.

- Bicycle and pedestrian access across I-5 should be designed into the project's circulation pattern. That access should be consistent with the City of Sacramento's existing and planned bicycle and pedestrian access. These bicycle and pedestrian improvements are important to the sustainability of the local transportation system.
- A Park and Ride facility with easy access to I-5 at Cosumnes River Boulevard should be investigated as a potential transportation demand management measure and mitigation measure.
- In order to adequately evaluate potential hydrological impacts upon the State's right-of-way and drainage facilities, a detailed drainage plan with "pre-construction" and "post-construction" hydraulic calculations should be supplied for our review. Please contact Mr. Gurdeep Bhattal, Caltrans District 3, Hydraulics Branch at (530) 741-4830.
- An Encroachment Permit will be required for any work conducted in the State's right of way, such as sign placement, traffic control, light installation, culvert maintenance, drainage pattern changes, sidewalk installation, or any new or rehabilitated access construction. To secure an application, please contact Mr. Julio Elvir, Caltrans District 3, Office of Permits, at (530) 741-4204.
- The Initial Study identifies potentially significant noise impacts. A noise level analysis should be included within the environmental document and appropriate mitigation measures should be developed if noise attenuation is necessary. Note that if soundwalls along I-5 are used as mitigation measures, the cost and construction is the responsibility of the City or developer(s).
- Union Pacific Railroad (UP) track is adjacent to the east side of the project's boundary. Please note that any grade separated overcrossings of UP track should meet UP standards and be coordinated with the railroad.

Ms. Dana Allen

May 7, 2007

Page 4

- o Sign plans for any proposed freeway monument signage should be provided to Caltrans for review and, depending on proposed sign location, approval. The plans should depict the layout, roadway setback, orientation, glare intensity, and sign size. Caltrans is required by law to enforce the Outdoor Advertising Act and Regulations regarding the placement of advertising along the highways. That document is available on the internet at [http://www.dot.ca.gov/hq/oda/download/ODA Act & Regulations.pdf](http://www.dot.ca.gov/hq/oda/download/ODA_Act_&_Regulations.pdf). For more information contact Mr. Robert Carbajal at (916) 654-6225.

If you have any questions about these comments please contact Alyssa Begley at (916) 274-0635.

Sincerely,



BRUCE DE TERRA, Chief
Office of Transportation Planning—South

Attachments

cc: Steve Hetland, Project Management
Wayne Lewis, Planning
Taiwo Jaiyeoba, Regional Transit

**GUIDELINES FOR SUBMITTING TRANSPORTATION
INFORMATION FROM A REPORTING OR MONITORING
PROGRAM TO THE CALIFORNIA DEPARTMENT OF
TRANSPORTATION (DEPARTMENT)**

INTRODUCTION The California Environmental Quality Act (CEQA) requires, under Public Resources Code (PRC) Section 21081.6, the adoption of reporting or monitoring programs when public agencies include environmental impact mitigation as a condition of project approval. Reporting or monitoring takes place after project approval to ensure implementation of the project in accordance with mitigation adopted during the CEQA review process.

Assembly Bill 1807 (effective January 1, 2001) amended the PRC in a number of ways. Section 21080.4 was amended to add a requirement that lead agencies submit Notices of Preparation (NOPs) to the Governor's Office of Planning and Research when they determine that an environmental impact report will be required to approve a project.

Section 21081.7 was amended with two additional provisions. The first provision required that transportation information resulting from a reporting or monitoring program adopted by a public agency in accordance with Section 21081.6 be submitted to the Department of Transportation (Department) when a project has impacts that are of statewide, regional, or area-wide significance. The second provision required that the Department adopt guidelines for the submittal of those reporting or monitoring programs.

PURPOSE The purpose of these guidelines is to establish clear and consistent statewide procedures to be used by both Department District Intergovernmental Review (IGR) Program Coordinators to identify the scope and timing of transportation information needed from lead agencies, and public agencies when submitting transportation information to the Department, in accordance with Section 21081.7.

Mitigation Reporting or Monitoring Submittal Guidelines

Page 2

PROCEDURES A. The District IGR Program Managers and/or Coordinators shall:

1. Prior to implementation of mitigation measures:
 - a. Notify the CEQA lead agency by letter during “early consultation,” the Notice of Preparation (NOP) stage, or the Initial Study (IS) phase of the CEQA review process that the transportation information included in the reporting or monitoring program will need to be provided to the Department following project mitigation agreement.
 - b. Provide the name, address, and telephone number of the District IGR contact to the lead agency.
 - c. Provide, as an enclosure to the notification letter, a copy of these “Guidelines” and the Department’s “CEQA Lead Agency Checklist/Certification” form. (Part 1 of the form, *Checklist*, is to be signed by the lead agency following project approval, and a copy submitted to the District along with the transportation reporting or monitoring information. Part 2 of the form, *Certification*, is to be signed by the lead agency and the District upon implementation of all agreed-upon mitigation measures.)
2. Following implementation of mitigation measures as identified in Part 1, *Checklist*, of the CEQA Lead Agency Checklist/Certification form, and certification of implementation by the lead agency in Part 2, *Certification*:

Ensure sign off of Part 2, indicating that the mitigation measures have been implemented.

- 1) If the project required encroachment onto a state highway, obtain the District Permit Engineer’s signature in Part 2.
- 2) If the project did not involve encroachment onto a state highway, the District IGR Coordinator shall sign Part 2.

- 3) The District IGR Coordinator shall: (a) Retain the original document; (b) forward a copy to the District Permit Engineer (if the Permit Engineer signed Part 2); (c) forward a copy to the Department's Headquarters IGR Program Manager; and, (d) send a copy to the lead agency.

B. The CEQA lead agency shall:

1. Following project approval:

Submit the following information to the Department District IGR contact:

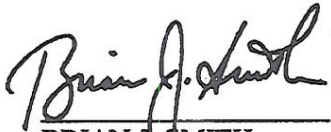
- 1) Name, address, and telephone number of the CEQA lead agency contact responsible for the mitigation reporting or monitoring program.
- 2) Location and custodian of the documents or other material, which constitute the record of proceedings upon which the lead agency's decision to approve the project is based.
- 3) Assurances that the Department can obtain copies of the aforementioned documents and materials, if needed, to clarify details or resolve issues related to the mitigation adopted.
- 4) Detailed information on impact assessment methods, the type of mitigation, specific location, and implementation schedule for each transportation impact mitigation measure included in the reporting or monitoring program.
- 5) A copy of the "CEQA Lead Agency Checklist/Certification" form, with Part 1, *Checklist*, signed and dated, and the reporting or monitoring program transportation information attached or enclosed. The CEQA lead agency, at its discretion, may submit the complete reporting or monitoring program with the required transportation information highlighted.

2. Following implementation of mitigation measures:

a. Sign and date Part 2, *Certification*, of the "CEQA Lead Agency Checklist/Certification" form.

b. Forward the "CEQA Lead Agency Checklist/Certification" form, with appropriate completion documents attached, to the District IGR contact, certifying that the mitigation measures agreed upon and identified in the reporting or monitoring program have been implemented, and that all other reporting requirements have been adhered to, in accordance with PRC Sections 21081.6 and 21081.7.

APPROVED:


BRIAN J. SMITH
Deputy Director
Planning and Modal Programs

8-27-04
Date


LARRY ORCUTT
Acting Deputy Director
Maintenance and Operations

7-9-04
Date

CEQA LEAD AGENCY CHECKLIST/CERTIFICATION^{*}
TRANSPORTATION INFORMATION FROM A REPORTING OR MONITORING PROGRAM

.....
Part 1 - Checklist

Project Name: _____
Lead Agency: _____
Lead Agency Contact (Name, Title, Agency, Address & Phone): _____

State Clearinghouse (SCH) File #/s: _____
Document Type/s: _____
Findings & Approval Date/s: _____

Project Proponent (Name, Title, Company, Address & Phone): _____

For each specific Transportation Related Mitigation Measure associated with this Project, The following information items are included in the attached materials:

Yes	No	
<input type="checkbox"/>	<input type="checkbox"/>	Location/Custodian Of CEQA Documents, Proceedings, Records
<input type="checkbox"/>	<input type="checkbox"/>	Description Of How To Obtain Copies Of Above Documents
<input type="checkbox"/>	<input type="checkbox"/>	Mitigation Measure Name & Identifying Number
<input type="checkbox"/>	<input type="checkbox"/>	Detailed Description of Measure & its Purpose (attach blueprints if necessary)
<input type="checkbox"/>	<input type="checkbox"/>	Measure Location Description, Latitude/Longitude, & Vicinity Map
<input type="checkbox"/>	<input type="checkbox"/>	Location of Impacted State Highway Component (County, Route, Postmile)
<input type="checkbox"/>	<input type="checkbox"/>	Caltrans Encroachment Permit Number (if one was needed)
<input type="checkbox"/>	<input type="checkbox"/>	Copy of Other Agency Permits required for this Measure (if needed)
<input type="checkbox"/>	<input type="checkbox"/>	Completion Criteria (including detailed performance objectives)
<input type="checkbox"/>	<input type="checkbox"/>	Implementation Schedule
<input type="checkbox"/>	<input type="checkbox"/>	Estimated Monetary Value of Completed Measure & % Local Agency Funded
<input type="checkbox"/>	<input type="checkbox"/>	Responsible Contractor (Name, Company, Address & Phone)

The above project mitigation measures will be implemented as indicated in the adopted reporting or monitoring program, and the California Department of Transportation will be notified upon implementation.

CEQA Lead Agency _____ Date _____

.....
Part 2 - Certification

We certify that the agreed upon mitigation measures have been implemented, and all other requirements have been adhered to, in accordance with PRC Sections 21081.6 and 21081.7. Attached: 1. Completion evaluation (including field inspection reports); 2. Photograph of completed measure.

Signature & Date: _____

Name: _____

Title: _____

CEQA Lead Agency

California Department of Transportation

* This form is to be used by public agencies to submit their mitigation reporting or monitoring programs to the California Department of Transportation (Department) when a CEQA project has been found to have transportation or circulation impacts that are of statewide, regional, or area-wide significance. Copies of this form, and the Department Guidelines developed pursuant to PRC Section 21081.7, can be downloaded from our website (http://www.dot.ca.gov/hq/tpw/offices/ocp/ier_guidelines_procedures.htm). Completed form with attached materials may be post-mailed, e-mailed, or faxed to the appropriate Department District Planning Office, Attention: Intergovernmental Review (IGR) Coordinator. (Form Version 07/2004)

DEPARTMENT OF WATER RESOURCES

1416 NINTH STREET, P.O. BOX 942836
SACRAMENTO, CA 942360001
(916) 653-5791



April 26, 2007

Dana Allen
City of Sacramento
2101 Arena Boulevard, Suite 200
Sacramento, California 95834

Delta Shores Project
State Clearinghouse (SCH) Number: 2007042070

The project corresponding to the subject SCH identification number has come to our attention. The limited project description suggests your project may be an encroachment on the State Adopted Plan of Flood Control. You may refer to the California Code of Regulations, Title 23 and Designated Floodway maps at <http://recbd.ca.gov/>. Please be advised that your county office also has copies of the Board's designated floodways for your review. If indeed your project encroaches on an adopted food control plan, you will need to obtain an encroachment permit from the Reclamation Board prior to initiating any activities. The attached Fact Sheet explains the permitting process. Please note that the permitting process may take as much as 45 to 60 days to process. Also note that a condition of the permit requires the securing all of the appropriate additional permits before initiating work. This information is provided so that you may plan accordingly.

If after careful evaluation, it is your assessment that your project is not within the authority of the Reclamation Board, you may disregard this notice. For further information, please contact me at (916) 574-1249.

Sincerely,

A handwritten signature in blue ink, appearing to read "Chris Huitt".

Christopher Huitt
Staff Environmental Scientist
Floodway Protection Section

cc: Governor's Office of Planning and Research
State Clearinghouse
1400 Tenth Street, Room 121
Sacramento, CA 95814

Encroachment Permits Fact Sheet

Basis for Authority

State law (Water Code Sections 8534, 8608, 8609, and 8710 – 8723) tasks the Reclamation Board with enforcing appropriate standards for the construction, maintenance, and protection of adopted flood control plans. Regulations implementing these directives are found in California Code of Regulations (CCR) Title 23, Division 1.

Area of Reclamation Board Jurisdiction

The adopted plan of flood control under the jurisdiction and authority of the Reclamation Board includes the Sacramento and San Joaquin Rivers and their tributaries and distributaries and the designated floodways.

Streams regulated by the Reclamation Board can be found in Title 23 Section 112. Information on designated floodways can be found on the Reclamation Board's website at http://recbd.ca.gov/designated_floodway/ and CCR Title 23 Sections 101 - 107.

Regulatory Process

The Reclamation Board ensures the integrity of the flood control system through a permit process (Water Code Section 8710). A permit must be obtained prior to initiating any activity, including excavation and construction, removal or planting of landscaping within floodways, levees, and 10 feet landward of the landside levee toes. Additionally, activities located outside of the adopted plan of flood control but which may foreseeable interfere with the functioning or operation of the plan of flood control is also subject to a permit of the Reclamation Board.

Details regarding the permitting process and the regulations can be found on the Reclamation Board's website at <http://recbd.ca.gov/> under "Frequently Asked Questions" and "Regulations," respectively. The application form and the accompanying environmental questionnaire can be found on the Reclamation Board's website at <http://recbd.ca.gov/forms.cfm>.

Application Review Process

Applications when deemed complete will undergo technical and environmental review by Reclamation Board and/or Department of Water Resources staff.

Technical Review

A technical review is conducted of the application to ensure consistency with the regulatory standards designed to ensure the function and structural integrity of the adopted plan of flood control for the protection of public welfare and safety. Standards and permitted uses of designated floodways are found in CCR Title 23 Sections 107 and Article 8 (Sections 111 to 137). The permit contains 12 standard conditions and additional special conditions may be placed on the permit as the situation warrants. Special conditions, for example, may include mitigation for the hydraulic impacts of the project by reducing or eliminating the additional flood risk to third parties that may caused by the project.

Additional information may be requested in support of the technical review of

your application pursuant to CCR Title 23 Section 8(b)(4). This information may include but not limited to geotechnical exploration, soil testing, hydraulic or sediment transport studies, and other analyses may be required at any time prior to a determination on the application.

Environmental Review

A determination on an encroachment application is a discretionary action by the Reclamation Board and its staff and subject to the provisions of the California Environmental Quality Act (CEQA) (Public Resources Code 21000 et seq.). Additional environmental considerations are placed on the issuance of the encroachment permit by Water Code Section 8608 and the corresponding implementing regulations (California Code of Regulations – CCR Title 23 Sections 10 and 16).

In most cases, the Reclamation Board will be assuming the role of a “responsible agency” within the meaning of CEQA. In these situations, the application must include a certified CEQA document by the “lead agency” [CCR Title 23 Section 8(b)(2)]. We emphasize that such a document must include within its project description and environmental assessment of the activities for which are being considered under the permit.

Encroachment applications will also undergo a review by an interagency Environmental Review Committee (ERC) pursuant to CCR Title 23 Section 10. Review of your application will be facilitated by providing as much additional environmental information as pertinent and available to the applicant at the time of submission of the encroachment application.

These additional documentations may include the following documentation:

- California Department of Fish and Game Streambed Alteration Notification (<http://www.dfg.ca.gov/1600/>),
- Clean Water Act Section 404 applications, and Rivers and Harbors Section 10 application (US Army Corp of Engineers),
- Clean Water Act Section 401 Water Quality Certification, and
- corresponding determinations by the respective regulatory agencies to the aforementioned applications, including Biological Opinions, if available at the time of submission of your application.

The submission of this information, if pertinent to your application, will expedite review and prevent overlapping requirements. This information should be made available as a supplement to your application as it becomes available. Transmittal information should reference the application number provided by the Reclamation Board.

In some limited situations, such as for minor projects, there may be no other agency with approval authority over the project, other than the encroachment permit by Reclamation Board. In these limited instances, the Reclamation Board

may choose to serve as the "lead agency" within the meaning of CEQA and in most cases the projects are of such a nature that a categorical or statutory exemption will apply. The Reclamation Board cannot invest staff resources to prepare complex environmental documentation.

Additional information may be requested in support of the environmental review of your application pursuant to CCR Title 23 Section 8(b)(4). This information may include biological surveys or other environmental surveys and may be required at anytime prior to a determination on the application.



California
Department of
Health Services

SANDRA SHEWRY
Director

State of California—Health and Human Services Agency
Department of Health Services



ARNOLD SCHWARZENEGGER
Governor



April 27, 2007

Dana Allen
City of Sacramento
2101 Arena Boulevard, Suite 200
Sacramento, CA 95834

RE: Delta Shores Project – SCH# 2007042070

The California Department of Health Services (CDHS) is in receipt of the Notice of Preparation for the above project.

If the City of Sacramento plans to develop a new water supply well or make modifications to the existing domestic water treatment system to serve the Delta Shores Project site, an application to amend the water system permit must be reviewed and approved by the CDHS Sacramento District Office. These future developments may be subject to separate environmental review.

Please contact the office at (916) 449-5600 for further information.

Sincerely,

Bridget Binning
California Department of Health Services
Environmental Review Unit

April 27, 2007

Dana Allen

Page 2

Cc:

Terry Macaulay, District Engineer
CDHS Sacramento
1616 Capitol Avenue, MS 7407
Sacramento, CA 95899

State Clearinghouse
P.O. Box 3044
Sacramento, CA 95812-3044

From: "Dianna Francis" <dfrancis@ucdavis.edu>
To: <dallen@cityofsacramento.org>
Date: 04/18/2007 4:19:46 PM
Subject: Delta Shores Project

Hi Dana,

My name is Dianna Francis and I am a resident of the Meadowview neighborhood that will be impacted by the Delta Shores project. I am in receipt of the "Notice of Preparation for an Environmental Impact Report" dated 4/12/07. I am very excited about the project as I believe growth is good because my property will appreciate and improve my community.

However, I am very concerned about the impact this development will have on the traffic on Meadowview. As a daily commuter to and from I-5 for work, I am already extremely frustrated by the amount of time it takes me to travel between the highway and my home off Detroit. This commute became even more frustrating when the light rail station opened and the signal at Detroit was changed to accommodate the additional traffic coming and going from the light rail station. I love light rail, but I don't like the extra traffic on Meadowview. Currently, additional homes are being developed on Meadowview right across from the light rail station, I have no idea how many homes are being built, but it is a sizable project and I am already dreading the extra traffic.

Dana I do not abhor growth and understand congestion is a part of growth. But when I read the proposed project plan, I was appalled that the I-5 to Consommés road would be built after the project was completed. Does this mean all that traffic will flow down Meadowview? Please do not tell me this. Currently it takes me 20-30 minutes to travel from I-5 to Detroit on a regular day. Adding cars from another 4000 + families will have a devastating effect on my ride home.

I look forward to discussing this topic in detail at the meeting on the 30th.

Thank you for your time,

Regards,

Dianna Francis

Business Analyst

University of California, Davis

IET-Mediaworks

530-752-3777

COMMENT FORM

EIR Scoping Meeting
for the Delta Shores Project
Samuel Pannell Meadowview Community Center
2450 Meadowview Road, Sacramento, CA 95832
April 30, 2007, 6:00 – 7:30 P.M.
www.cityofsacramento.org

NAME NEAL SHLEFFER
AGENCY/ORGANIZATION Freeport Improvement Assn
ADDRESS email freeportland@st-global.net
PHONE 916 813-7608 E-MAIL _____

Please provide your comments on the scope of the Draft Environmental Impact Report. You may submit comments by filling out and returning this form or by sending comments in writing to the address provided below.

THE DEADLINE TO SUBMIT WRITTEN COMMENTS ON THE SCOPE OF THE EIR IS 5:00 P.M. ON May 14, 2007.

Comments on EIR Scope:

The traffic from west Sacramento will probably increase across the bridge and impact the town of Freeport - need stop lights to give residents a chance

Submit comments at the scoping meeting or mail to:

Dana Allen, Senior Planner
Environmental Planning Services
Development Services Department
City of Sacramento
2101 Arena Boulevard, 2nd Floor
Sacramento, CA 95834
DAllen@cityofsacramento.org



STATE OF CALIFORNIA

GOVERNOR'S OFFICE of PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT



ARNOLD SCHWARZENEGGER
GOVERNOR

CYNTHIA BRYANT
DIRECTOR

Notice of Preparation



April 12, 2007

To: Reviewing Agencies

Re: Delta Shores Project
SCH# 2007042070

Attached for your review and comment is the Notice of Preparation (NOP) for the Delta Shores Project draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Dana Allen
City of Sacramento
2101 Arena Boulevard, Suite 200
Sacramento, CA 95834

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Senior Planner, State Clearinghouse

Attachments
cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2007042070
Project Title Delta Shores Project
Lead Agency Sacramento, City of

Type NOP Notice of Preparation
Description The proposed project includes the development of an 800-acre master planned community with 4,600 to 5,900 residences, two mixed use retail and commercial centers, open space and parks, and public facilities including two schools and a fire station.

Lead Agency Contact

Name Dana Allen
Agency City of Sacramento
Phone (916) 808-2762 **Fax**
email
Address 2101 Arena Boulevard, Suite 200
City Sacramento **State** CA **Zip** 95834

Project Location

County Sacramento
City Sacramento
Region

Cross Streets

Parcel No.	Range	Section	Base
Township			

Proximity to:

Highways I-5, SR 160
Airports
Railways Union Pacific
Waterways Sacramento River, Morrison Creek
Schools Susan B. Anthony, Freeport, John D. Sloat Basic, Mark Hopkins....
Land Use The project site is used primarily for agricultural purposes.
Zoning District: Agricultural (A), Shopping Center - PUD (SC-PUD), Single Family Alternative Residential - PUD (R-1A-PUD), and Manufacturing, Research & Development - PUD (MRD-PUD).
GPD: Industrial-Employee Intensive, Community/Neighborhood Commercial and Office, Parks-Recreation-Open Space, and Public/Quasi-Public Miscellaneous.

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife; Growth Inducing; Landuse

Reviewing Agencies Resources Agency; Department of Conservation; Office of Historic Preservation; Department of Parks and Recreation; Reclamation Board; Department of Water Resources; Department of Fish and Game, Region 2; Delta Protection Commission; Native American Heritage Commission; California Highway Patrol; Department of Housing and Community Development; Caltrans, District 3; Department of Toxic Substances Control; Regional Water Quality Control Bd., Region 5 (Sacramento)

Date Received 04/12/2007 **Start of Review** 04/12/2007 **End of Review** 05/11/2007

Resources Agency

- Resources Agency
Nadell Gayou
- Dept. of Boating & Waterways
David Johnson
- California Coastal Commission
Elizabeth A. Fuchs
- Colorado River Board
Gerald R. Zimmerman
- Dept. of Conservation
Roseanne Taylor
- California Energy Commission
Paul Richins
- Dept. of Forestry & Fire Protection
Allen Robertson
- Office of Historic Preservation
Wayne Donaldson
- Dept of Parks & Recreation
Environmental Stewardship Section
- Reclamation Board
DeeDee Jones
- S.F. Bay Conservation & Dev't. Comm.
Steve McAdam
- Dept. of Water Resources
Resources Agency
Nadell Gayou
- Conservancy
- Fish and Game
Scott Flint
Environmental Services Division
- Fish & Game Region 1
- Fish & Game Region 2
Banky Curtis

- Fish & Game Region 3
Robert Floerke
- Fish & Game Region 4
Julie Vance
- Fish & Game Region 5
Don Chadwick
Habitat Conservation Program
- Fish & Game Region 6
Gabrina Gatchel
Habitat Conservation Program
- Fish & Game Region 6 I/M
Gabrina Getchel
Inyo/Mono, Habitat Conservation Program
- Dept. of Fish & Game M
George Isaac
Marine Region
- Other Departments
- Food & Agriculture
Steve Shaffer
Dept. of Food and Agriculture
- Dept. of General Services
Public School Construction
- Dept. of General Services
Robert Sleppey
Environmental Services Section
- Dept. of Health Services
Veronica Malloy
Dept. of Health/Drinking Water
- Independent Commissions/Boards
- Delta Protection Commission
Debby Eddy
- Office of Emergency Services
Dennis Castrillo
- Governor's Office of Planning & Research
State Clearinghouse
- Native American Heritage Comm.
Debbie Treadway

- Public Utilities Commission
Ken Lewis
- State Lands Commission
Jean Sarino
- Tahoe Regional Planning Agency (TRPA)
Cherry Jacques
- Business, Trans & Housing
- Caltrans - Division of Aeronautics
Sandy Hesnard
- Caltrans - Planning
Terri Pencovic
- California Highway Patrol
Shirley Kelly
Office of Special Projects
- Housing & Community Development
Lisa Nichols
Housing Policy Division
- Dept. of Transportation
- Caltrans, District 1
Rex Jackman
- Caltrans, District 2
Marcelino Gonzalez
- Caltrans, District 3
Jeff Pulverman
- Caltrans, District 4
Tim Sable
- Caltrans, District 5
David Murray
- Caltrans, District 6
Marc Birnbaum
- Caltrans, District 7
Cheryl J. Powell

- Caltrans, District 8
Dan Kopulsky
- Caltrans, District 9
Gayle Rosander
- Caltrans, District 10
Tom Dumas
- Caltrans, District 11
Marlo Orso
- Caltrans, District 12
Bob Joseph
- Cal EPA
- Air Resources Board
- Airport Projects
Jim Lerner
- Transportation Projects
Ravi Ramalingam
- Industrial Projects
Mike Tollstrup
- California Integrated Waste Management Board
Sue O'Leary
- State Water Resources Control Board
Jim Hockenberry
Division of Financial Assistance
- State Water Resources Control Board
Student Intern, 401 Water Quality Certification Unit
Division of Water Quality
- State Water Resources Control Board
Steven Herrera
Division of Water Rights
- Dept. of Toxic Substances Control
CEQA Tracking Center
- Department of Pesticide Regulation

- Regional Water Quality Control Board (RWQCB)
- RWQCB 1
Cathleen Hudson
North Coast Region (1)
- RWQCB 2
Environmental Document Coordinator
San Francisco Bay Region (2)
- RWQCB 3
Central Coast Region (3)
- RWQCB 4
Teresa Rodgers
Los Angeles Region (4)
- RWQCB 5S
Central Valley Region (5)
- RWQCB 5F
Central Valley Region (5)
Fresno Branch Office
- RWQCB 5R
Central Valley Region (5)
Redding Branch Office
- RWQCB 6
Lahontan Region (6)
- RWQCB 6V
Lahontan Region (6)
Victorville Branch Office
- RWQCB 7
Colorado River Basin Region (7)
- RWQCB 8
Santa Ana Region (8)
- RWQCB 9
San Diego Region (9)
- Other



DEPARTMENT OF FISH AND GAME

<http://www.dfg.ca.gov>

North Central Region

1701 Nimbus Road, Suite A

Rancho Cordova, CA 95670

(916) 358-2900



May 16, 2007

Ms. Dana Allen
City of Sacramento
2101 Arena Boulevard, Suite 200
Sacramento, CA 95834

Dear Ms. Allen:

The Department of Fish and Game (DFG) has reviewed the Notice of Preparation of a draft Environmental Impact Report (DEIR) for the Delta Shores Project (project) (SCH # 2007042070). The project consists of development of an 800-acre master planned community with 4,600 to 5,900 residences, two mixed use retail and commercial centers, open space and parks, and public facilities including two schools and a fire station.

Wildlife habitat resources consist of habitat for sensitive species, including the Swainson's hawk (*Buteo swainsoni*), the burrowing owl (*Athene cunicularia*), the giant garter snake (*Thamnophis gigas*), and various vernal pool grassland species. Significant natural resources of the project also include cultivated agricultural lands and Morrison Creek.

We recommend that the DEIR discuss and provide adequate mitigation for the following concerns:

1. The project's impact upon fish and wildlife and their habitat. We recommend that the DEIR identify natural habitats and provide a discussion of how the proposed project will affect their function and value.
2. The project's impact upon significant habitat such as wetlands, including vernal pools and riparian habitat. The project should be designed so that impacts to wetlands are avoided. Mitigation should be provided for unavoidable impacts based upon the concept of no net loss of wetland habitat values or acreage.
3. The project's impact to special status species including species that are state and/or federal listed as threatened and endangered.

Ms. Allen
May 16, 2007
Page Two

4. The project's growth inducing and cumulative impacts upon fish, wildlife, water quality, and vegetative resources.
5. The DEIR should provide an analysis of specific alternatives which reduce impacts to fish, wildlife, water quality, and vegetative resources.
6. The DEIR should contain an evaluation of the proposed project's consistency with applicable land use, or species recovery plans, such as General Plans, Specific Plans, Habitat Conservation Plans, Critical Habitat Designation, etc.

In addition, the DEIR should consider and analyze whether implementation of the proposed project will result in reasonably foreseeable potentially significant impacts subject to regulation by the DFG under section 1600 et seq. of the Fish and Game Code. In general, such impacts result whenever a proposed project involves work undertaken in or near a river, stream, or lake that flows at least intermittently through a bed or channel, including ephemeral streams and water courses. Impacts triggering regulation by the DFG under these provisions of the Fish and Game Code typically result from activities that:

- Divert, obstruct, or change the natural flow or the bed, channel, or bank of any river, stream, or lake;
- Use material from a streambed; or
- Result in the disposal or deposition of debris, waste, or other material where it may pass into any river, stream, or lake.

In the event implementation of the proposed project involves such activities, and those activities will result in reasonably foreseeable substantial adverse effects on fish or wildlife, a Lake or Streambed Alteration Agreement (LSAA) will be required by the DFG. Because issuance of a LSAA is subject to review under the California Environmental Quality Act (CEQA), the DEIR should analyze whether the potentially feasible mitigation measures set forth below will avoid or substantially reduce impacts requiring a LSAA from the DFG.

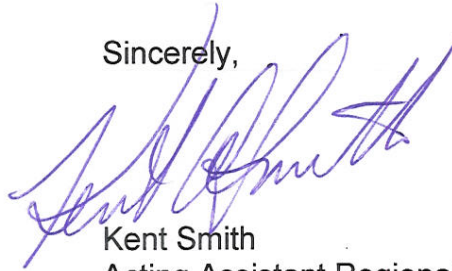
This project will have an impact to fish and/or wildlife habitat. Assessment of fees under Public Resources Code Section 21089 and as defined by Fish and Game Code Section 711.4 is necessary. Fees are payable by the project applicant upon filing of the Notice of Determination by the lead agency.

Ms. Allen
May 16, 2007
Page Three

Pursuant to Public Resources Code Sections 21092 and 21092.2, the DFG requests written notification of proposed actions and pending decisions regarding this project. Written notifications should be directed to this office.

Thank you for the opportunity to review this project. If the DFG can be of further assistance, please contact Mr. Todd Gardner, Staff Environmental Scientist at (209) 745-1968 or, me at (916) 358-2382.

Sincerely,



Kent Smith
Acting Assistant Regional Manager

cc: Ms. Holly Herod
U.S. Fish and Wildlife Service
2800 Cottage Way, Room W2605
Sacramento, CA 95825-1888

Mr. Todd Gardner
Department of Fish and Game
1701 Nimbus Road, Suite A
Rancho Cordova, CA 95670

May 18, 2007

Dana Allen, Senior Planner
Environmental Planning Services
Development Services Department
2101 Arena Blvd., 2nd floor
Sacramento, CA 95834



Dear Ms. Allen:

This letter is in response to your request for review of the proposed Delta Shores Master Plan Community located in the South Area. Thank you for the invitation to comment on this project as it relates to the Blueprint Principles and Preferred Blueprint Alternative conceptual map.

We have not had time to do a detailed analysis of the proposed land plan in terms of the Blueprint Principles, but we note that the proposed land plan has significantly higher amounts of retail than the Blueprint conceptual map.

With respect to the Notice of Preparation of an Environmental Impact Report (EIR) for the project under the California Environmental Quality Act (CEQA), we are advising all of our member governments that an analysis of global climate change should be included in any environmental analysis of major development proposals. As you know, in 2006 the Legislature enacted the Global Warming Solutions Act of 2006. The Act finds that global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California. SACOG subsequently received a comment letter from the California Attorney General in February 2007 responding to SACOG's Notice of Preparation for the Draft Environmental Impact Report for the Metropolitan Transportation Plan for 2035. The Attorney General states that SACOG must evaluate in the draft EIR the global warming impacts of the projects and priorities adopted in the MTP and must discuss feasible alternatives and mitigation measures to avoid or reduce those impacts. We believe that the City of Sacramento should conduct such an analysis of the proposed Delta Shores Master Plan as well. We will be preparing a more detailed evaluation of the plan over the next few months.

Thank you for inviting SACOG's input on this project. Please let us know if we can be of further assistance in the process.

Sincerely,



Mike McKeever
Executive Director

cc: Heather Fargo, Mayor, City of Sacramento

Auburn
Citrus Heights
Colfax
Davis
El Dorado County
Elk Grove
Folsom
Galt
Isleton
Lincoln
Live Oak
Loomis
Marysville
Placer County
Placerville
Rancho Cordova
Rocklin
Roseville
Sacramento
Sacramento County
Sutter County
West Sacramento
Wheatland
Winters
Woodland
Yolo County
Yuba City
Yuba County

DELTA PROTECTION COMMISSION

14215 RIVER ROAD
P.O. BOX 530
WALNUT GROVE, CA 95690
Phone (916) 776-2290
FAX (916) 776-2293
E-Mail: dpc@citlink.net Home Page: www.delta.ca.gov



May 14, 2007

Mr. Dana Allen
City of Sacramento
2101 Arena Blvd, Suite 200
Sacramento, California 95834

Dear Mr. Allen:

Subject: Notice of Preparation for the Delta Shores Project, City of Sacramento,
Sacramento County, (SCH #2007042070)

The staff of the Delta Protection Commission (Commission) has reviewed the subject document dated April 12, 2007. From the information provided, the proposed project would be located in the Secondary Zone of the Legal Delta. However, any potential impacts to the resources of the Primary Zone of the Legal Delta resulting from activities in the Secondary Zone should be identified and analyzed. Therefore, the following comments are provided for consideration during the environmental review and project approval process.

The Delta Protection Act (Act) was enacted in 1992 in recognition of the increasing threats to the resources of the Primary Zone of the Delta from urban and suburban encroachment having the potential to impact agriculture, wildlife habitat, and recreation uses. Pursuant to the Act, a Land Use and Resource Management Plan (Management Plan) for the Primary Zone was completed and adopted by the Commission in 1995.

The Management Plan sets out findings, policies, and recommendations resulting from background studies in the areas of environment, utilities and infrastructure, land use, agriculture, water, recreation and access, levees, and marine patrol/boater education/safety programs. As mandated by the Act, the policies of the Management Plan are incorporated in the General Plans of local entities having jurisdiction within the Primary Zone, including Sacramento County. The Act and Management Plan are available at the Commission's website, www.delta.ca.gov.

The sections of the Management Plan that are applicable to this proposal include, but are not limited to:

Utilities & Infrastructure:

- Recommendation 5: CalTrans should designate, through appropriate signage, those roadways which are used to transport agricultural equipment and other slow-moving vehicles.

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Land Use:

- Policy 3: New residential, recreational, commercial, or industrial development shall ensure that appropriate buffer areas are provided by those proposing new development to prevent conflicts between any proposed use and existing agricultural use. Buffers shall adequately protect integrity of land for existing and future agricultural uses. Buffers may include berms and vegetation, as well as setbacks of 500 to 1,000 feet.
- Recommendation 5: To the extent possible, any development in the Secondary Zone should include an appropriate buffer zone to prevent impacts of such development on the lands in the Primary Zone. Local governments should consider needs of agriculture in determining such a buffer.

Water:

- Recommendation 2: Delta water rights should be respected and protected.

Levees:

- Policy 1: Local governments shall ensure that Delta levees are maintained to protect human life, to provide flood protection, to protect private and public property, to protect historic structures and communities, to protect riparian and upland habitat, to promote interstate and intrastate commerce, to protect water quality in the State and federal water projects, and to protect recreational use of the Delta area. Delta levee maintenance and rehabilitation shall be given priority over other uses of the levee areas. To the extent levee integrity is not jeopardized, other uses, including support of vegetation for wildlife habitat, shall be allowed.
- Policy 5: Local governments shall use their authority to control levee encroachments that are detrimental to levee maintenance.

Recreation and Access

- Policy 3. Local governments shall develop siting criteria for recreation projects which will ensure minimal adverse impacts on: agricultural land uses, levees, and public drinking water supply intakes, and identified sensitive wetland and habitat areas.
- Recommendation 7: Local governments should develop design guidelines for new or enlarged recreation facilities to protect adjacent agricultural land uses.

Thank you for the opportunity to review and submit comments on this project. Please continue to send me information on the project as the review process progresses. You may contact me at (916) 776-2290 or lindadpc@citlink.net if you have any questions about the Commission or the contents provided herein.

Sincerely,



Linda Fiack
Executive Director

cc: Chair, Sacramento County Board of Supervisors

May 14, 2007

Sent Via Email

Dana Allen, Senior Planner
Environmental Planning Services
City of Sacramento
2101 Arena Blvd, 2nd Floor
Sacramento, CA 95834

RE: Notice of Preparation for an Environmental Impact Report (EIR) for the Delta Shores Project (P06-197)

Dear Ms. Allen:

Thank you for the opportunity for the Sacramento Metropolitan Air Quality Management District to review and comment on the above referenced project. Staff comments are as follows:

1. The City may wish to include a discussion of climate change. This is an issue that has gained a great deal of attention recently. As you know, on September 27, 2006, the State of California passed into law AB32, the Global Warming Solutions Act of 2006, which requires the State to reduce its carbon emissions by approximately 25% by the year 2020. In addition, California Attorney General Bill Lockyer raised the issue of global warming in his comment letter (3/20/06) on the Orange County Transportation Authority's 2006 Long-Range Transportation Plan Draft Program EIR. This precedent-setting letter pointed out that one of the most important environmental impacts of vehicle emissions is greenhouse gases (GHG) and the resulting climate change. In addition to transportation sources, greenhouse gases are also generated by industry and agricultural activities.

The major anthropogenic greenhouse gases are carbon dioxide, methane, and nitrous oxide; however, neither the District, state, nor federal government have specific thresholds of significance for project-related greenhouse gases which makes project specific discussions of the cumulative impacts to global warming problematic. Over time, we expect the scientific community to develop more tools to help analyze and effectively mitigate greenhouse gases. In the meantime, the next version of the soon to be released URBEMIS Model will include CO² emissions estimates for land use projects, and the District's revised Guidance for Land Use Emissions Reductions includes information on mitigation options for development projects. District staff will be happy to provide information on other resources as we become aware of them.

2. In 2005, the California Air Resources Board (CARB) adopted the *Air Quality and Land Use Handbook: A Community Health Perspective* (CARB Handbook), which provides guidance to local planners and decision-makers about land use compatibility issues; particularly, the siting of residential uses within 500 feet of freeways and major roadways. In order to provide further guidance on the CARB Handbook, the District's Board of Directors endorsed the *Recommended Protocol for Evaluating the Location of Sensitive Land Uses Adjacent to Major Roadways* (Protocol) in 2007. The Protocol assists local land use jurisdictions in assessing and disclosing potential cancer risk due to diesel particulate matter. Given the proximity to Interstate 5, it is likely that there are portions of Delta Shores where the Protocol will be of use. The Protocol can be found at
<http://www.airquality.org/ceqa/SLUMajorRoadway/SLURecommendedProtocolJan2007.pdf>

3. The size of this project suggests it will likely generate both short term (construction) and long term (operational) air quality impacts which may exceed SMAQMD adopted CEQA thresholds. However, an air quality analysis should be done to verify significance of all impacts. If the project is determined to be significant for construction we recommend our standard Construction Mitigation measure which can be found at www.airquality.org. Additionally if it is determined that the project is operationally significant we recommend that City staff and the proponent work with District staff to develop and Air Quality Mitigation Plan for this project to be included in the draft EIR. Early consideration of operational mitigation will allow mitigation related to design elements in particular to be developed before design plans are finalized.
4. Excellent bicycle, pedestrian and vehicular connectivity is important as this project is situated adjacent to existing neighborhoods. Designing bicycle and pedestrian features that allow good, safe access for new and existing residents to schools, parks, and commercial uses is very important. Additionally it is important wherever possible, to create opportunities to connect Delta Shores with non-vehicular access to the proposed Regional Transit South Line extension.

In addition, this project is subject to all applicable District rules and regulations (see attachment) in effect at the time of construction. Information regarding all District rules can be obtained at www.airquality.org or by calling the Compliance Assistance Hotline at (916) 874-4884.

If there are any questions regarding these comments please contact me at (916) 874-4883 or cmcghee@airquality.org.

Sincerely,



Charlene McGhee
Associate Air Quality Analyst

- c: Tom Karvonen, Senior Project Manager, SunCal Companies
Scott A. McPherson, Managing Director, Merlone Geier Partners
Larry Robinson, Program Coordinator, Sacramento Metropolitan AQMD

SMAQMD Rules & Regulations Statement (revised 1/07)

*The following statement is recommended as standard condition of approval or construction document language for **all** development projects within the Sacramento Metropolitan Air Quality Management District (SMAQMD):*

All projects are subject to SMAQMD rules and regulations in effect at the time of construction. A complete listing of current rules is available at www.airquality.org or by calling 916.874.4800. Specific rules that may relate to construction activities or building design may include, but are not limited to:

Rule 201: General Permit Requirements. Any project that includes the use of equipment capable of releasing emissions to the atmosphere may require permit(s) from SMAQMD prior to equipment operation. The applicant, developer, or operator of a project that includes an emergency generator, boiler, or heater should contact the District early to determine if a permit is required, and to begin the permit application process. Portable construction equipment (e.g. generators, compressors, pile drivers, lighting equipment, etc) with an internal combustion engine over 50 horsepower are required to have a SMAQMD permit or a California Air Resources Board portable equipment registration.

Rule 403: Fugitive Dust. The developer or contractor is required to control dust emissions from earth moving activities or any other construction activity to prevent airborne dust from leaving the project site.

Rule 417: Wood Burning Appliances. Effective October 26, 2007, this rule prohibits the installation of any new, permanently installed, indoor or outdoor, uncontrolled fireplaces in new or existing developments.

Rule 442: Architectural Coatings. The developer or contractor is required to use coatings that comply with the volatile organic compound content limits specified in the rule.

Rule 902: Asbestos. The developer or contractor is required to notify SMAQMD of any regulated renovation or demolition activity. Rule 902 contains specific requirements for surveying, notification, removal, and disposal of asbestos containing material.

Other general types of uses that require a permit include dry cleaners, gasoline stations, spray booths, and operations that generate airborne particulate emissions.