City of
SACRAMENTO

ADDENDUM TO AN ADOPTED MITIGATED NEGATIVE DECLARATION

The City of Sacramento, California, a municipal corporation, does hereby prepare, make declare, and publish the Addendum to an adopted Mitigated Negative Declaration (MND) for the following described project:

Project Name and Number: Duckhorn Natomas Residential Project (DR18-146)

The City of Sacramento, Community Development Department, has reviewed the proposed changes to the prior approved project and on the basis of the whole record before it, has determined that there is substantial evidence to support the determination that the attached original Mitigated Negative Declaration (MND) (**Attachment 1**) remains relevant in considering the environmental impacts of the project changes and that there is no substantial evidence to support a fair argument that the changes to the project, as identified in the attached Addendum, may have a significant effect on the environment beyond that which was evaluated in the referenced adopted Final MND. A subsequent MND is not required pursuant to the California Environmental Quality Act of 1970 (Public Resources Code Sections 21000, et seq. California).

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

A copy of this document and all supportive documentation may be reviewed or obtained at the City of Sacramento, Community Development Department, Planning Division, 300 Richards Boulevard, Third Floor, Sacramento, California 95811 and on the City's web site for environmental documents at http://www.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports.aspx.

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

By: _____

Date: September 13, 2018

Duckhorn Natomas Residential Project
(DR 18-146)
Addendum to an Adopted Mitigated Negative Declaration
(R91-892)

File Number/Project Name: Duckhorn Natomas Residential Project (DR 18-146)

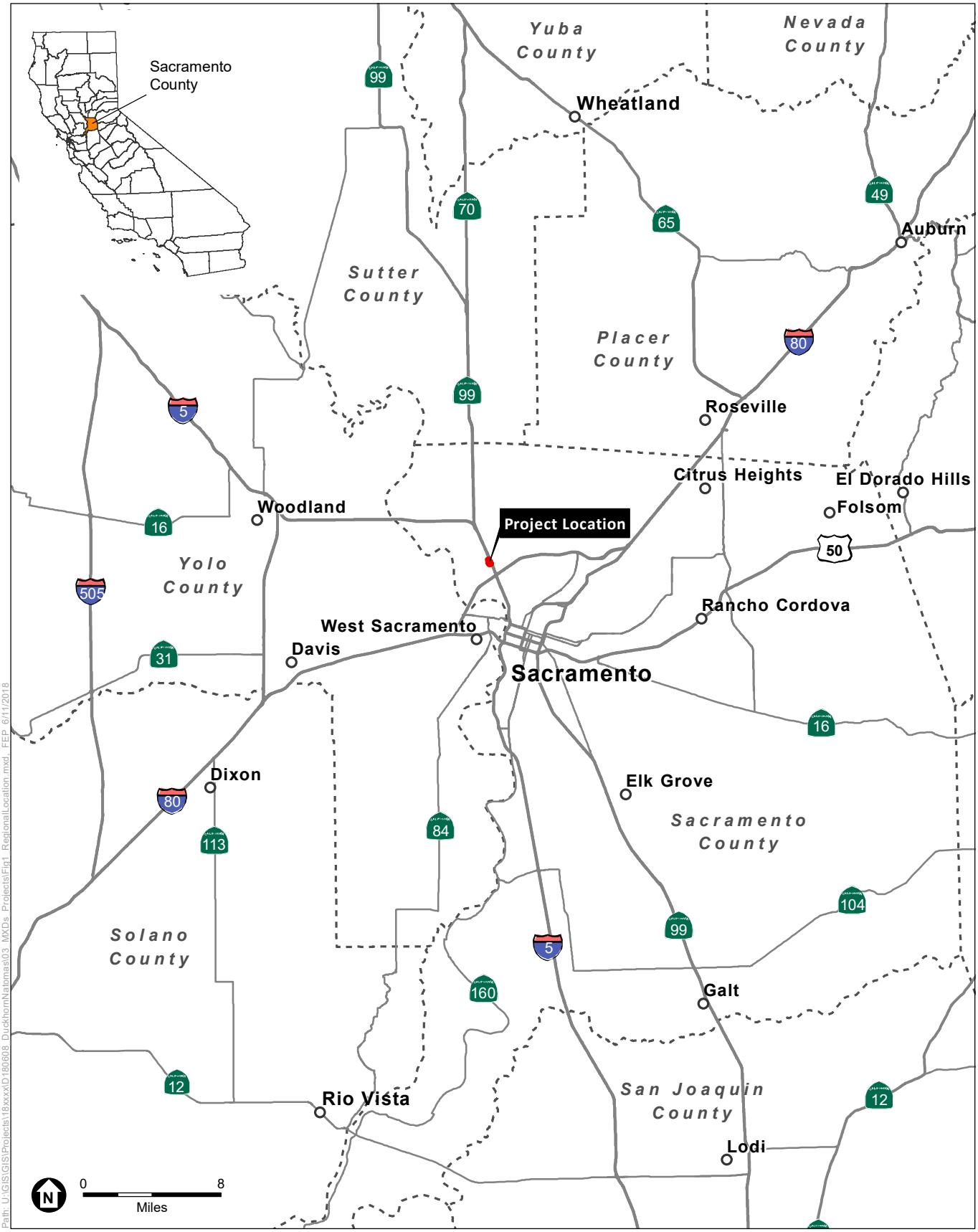
Project Location: The project site is located in Sacramento, California, approximately 80 miles east of San Francisco and 85 miles west of Lake Tahoe. Sacramento is a major transportation hub, the point of intersection of transportation routes that connect Sacramento to the San Francisco Bay area to the west, the Sierra Nevada Mountain Range and Nevada to the east, Los Angeles to the south, and Oregon and the Pacific Northwest to the north. The City is bisected by a number of major freeways including Interstate 5 (I-5) that traverses the state from north to south; Interstate 80 (I-80), which provides an east-west connection between San Francisco and Reno; and U.S. Highway 50 which provides an east-west connection between Sacramento and South Lake Tahoe. **Figure 1** shows the location of the project site in the Sacramento region.

The project site is located in North Natomas, in the City of Sacramento. The project site is generally bounded by I-5 to the east, Duckhorn Drive to the west, existing residential neighborhoods to the south and west, a proposed park at the southeast corner, and vacant parcels to the north (see **Figure 2**).

The project site is part of the larger River View/Parkview Planning Unit Development (PUD) area for which entitlements were approved by the City of Sacramento in 2002. The project site encompasses three vacant parcels: Assessor's Parcel Numbers (APNs) 225-0140-076, 077, and 078 (see **Figure 3**). The proposed project would develop a Class-A multi-family residential community on approximately 14.68 net acres of vacant land located between Duckhorn Drive and I-5 (see **Figure 4**).

Existing Plan Designations and Zoning: The project site is zoned EC-50-PUD (Employment Center–50–Planned Unit Development). Employment Center zoning is intended to provide a flexible zone for employment-generating uses in a pedestrian-friendly setting with ample open space. This zoning allows for a variety of uses, including residential uses. The proposed project would be considered a multi-unit dwelling, which is a residential allowable use within the EC-50-PUD zone (Sacramento City Code Section 17.216.420).

The project site is designated as Employment Center Mid-Rise (EC-MR) in the Sacramento 2035 General Plan, which allows for office, supporting retail and services, landscaped gathering places, residential use, and compatible public, quasi-public, and special uses. Development standards for the EC-MR land use designation include a minimum floor-area-ratio (FAR) of 0.25 and a maximum FAR of 2.00. Based on the size and allowable FAR for the project site, the development standards for the EC-MR general

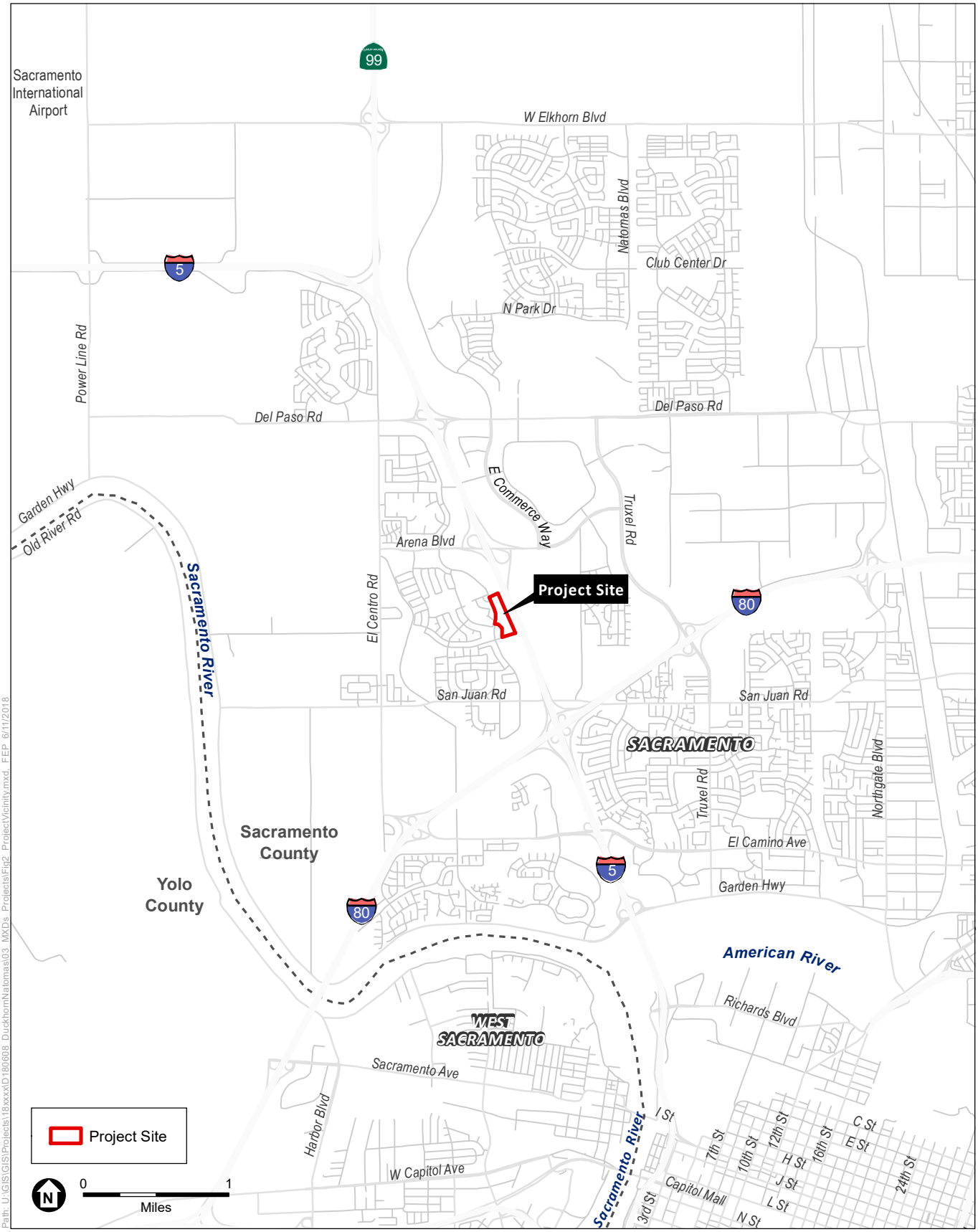


SOURCE: Esri, 2015; ESA, 2018

Duckhorn Natomas Residential Project

Figure 1
Regional Location

ESA

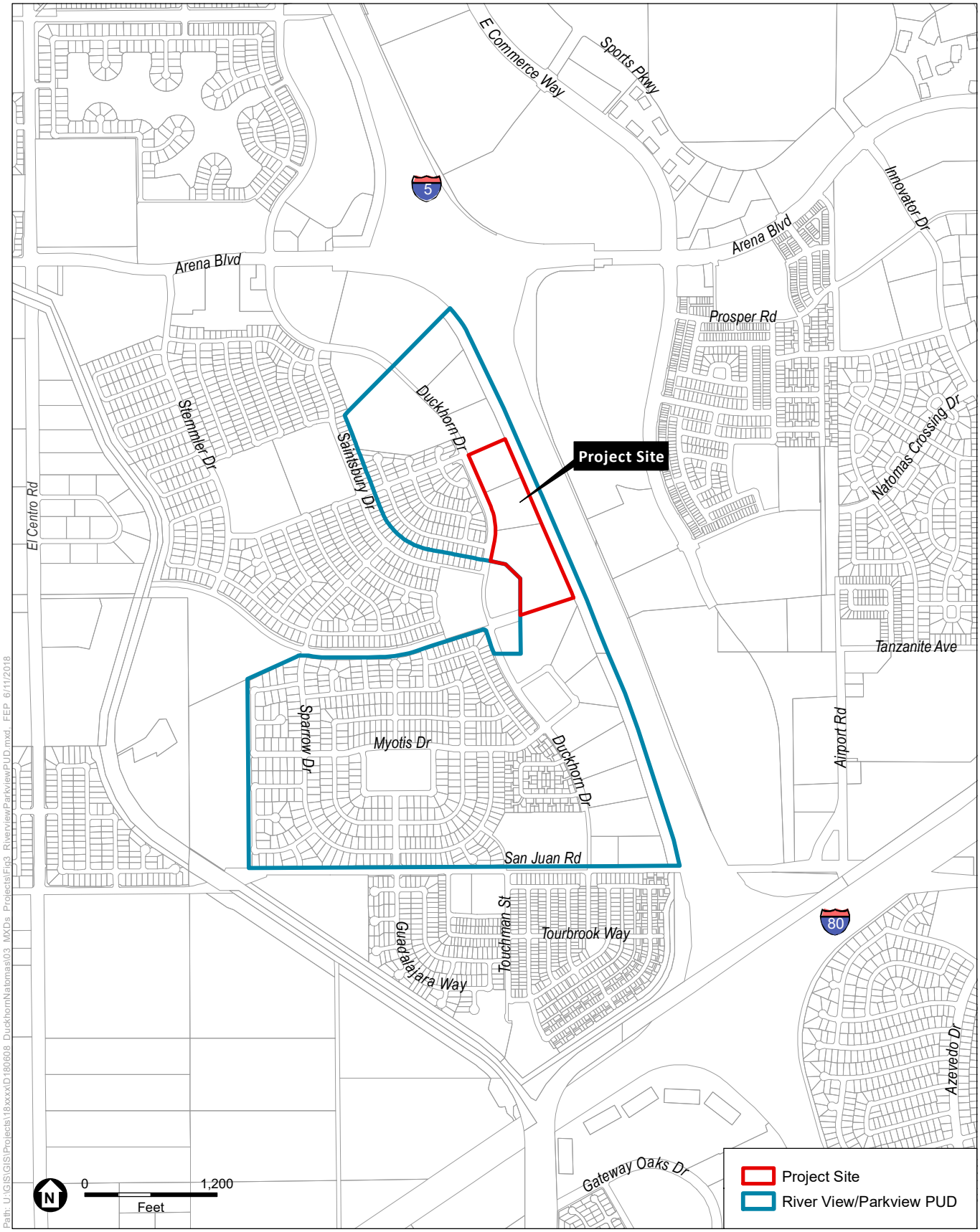


SOURCE: Esri, 2012; USDA, 2016; ESA, 2018

Duckhorn Natomas Residential Project

Figure 2
Project Vicinity

ESA



SOURCE: Esri, 2012; USDA, 2016; ESA, 2018

Duckhorn Natomas Residential Project

Figure 3
River View/Parkview Planned Unit Development Map

ESA

SOURCE: Esri, 2012; USDA, 2016; ESA, 2018

Duckhorn Natomas Residential Project

Figure 4
Project Site

ESA

plan land use designation would allow for a range of conforming development between approximately 67,000 and 543,000 square feet (s.f.) of development on the project site. In 2015, the City adopted the Sacramento 2035 General Plan and certified the Sacramento 2035 General Plan Master EIR, which maintained the EC-MR general plan land use designation for the project site. However, the update of the general plan was a City-initiated effort, and the property is subject to a pre-existing development agreement vesting the 1988 General Plan and other land use ordinances and policies in effect at the time the development agreement was adopted by the City. The project as proposed is a conforming use.

Project Background

The project site is part of the larger River View/Parkview PUD, for which entitlements and a development agreement were approved by the City in 2002. Development of the project site was analyzed in the Parkview Initial Study/Mitigated Negative Declaration (IS/MND) prepared for the Parkview PUD (Resolution Number 2002-116). Concurrent with the approval of the Parkview PUD on March 7, 2002, the City Council adopted Resolution Number 2002-120 which incorporated the Parkview Development Project into the River View PUD (originally adopted on March 23, 1999), creating the River View/Parkview PUD. A schematic plan, development agreement (Ordinance Number 2002-006), and development guidelines were also adopted at that time. Since adoption of the Parkview Development IS/MND, the project site has remained undeveloped.

The entire currently-proposed 14.68-acre Duckhorn Natomas Residential project site is within the Gateway West neighborhood of the North Natomas Community Plan area. The proposed project site includes vacant lots 4, 5 and 6 as shown on the Parkview PUD Schematic Plan.

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

Levee improvements have been ongoing under the SAFCA NLIP, continuing from 2007 to the present. In April 2015, FEMA determined that SAFCA had made sufficient progress in required improvement to the levee system to approve an A99 flood zone designation for the Natomas Basin. An A99 designation is an interim flood zone designation which

allows construction in the area if certain conditions (e.g., progress on completion of flood control infrastructure) are met. Following the revised flood designation, development within the Natomas Basin has restarted. Consistent with other areas within the Natomas Basin that had been proposed for development prior to the downgrading of the flood zone designation for the Natomas Basin, reclassification to the A99 flood zone designation has led to new development proposals or renewal of previously halted development proposals.

Project Description

Project Design

The proposed Duckhorn Natomas Residential project would be a multi-family residential development comprised of up to 368 apartment units on approximately 14.68 net acres (24.8 units per acre). **Figure 5** shows the site plan for the proposed project. The project would consist of 26 apartment building structures and a clubhouse. The types of buildings and programming of apartment units is shown in **Tables 1** and **2**, respectively.

TABLE 1
PROPOSED STRUCTURES

Building Type	Building Numbers	Number of Stories	Apartment Unit Count per Building
Apartments Only	1, 2, 7, 9, 12, 13, 24	3	24
Apartments with Tuck-Under Garages	3, 4, 5, 6, 8, 10, 11, 14, 15	3	20
Carriage	17, 18, 19, 20, 21, 22, 23, 24, 25, 26	2	2
Clubhouse	N/A	1	N/A

Source: Katerra/Wolff, 2018

TABLE 2
APARTMENT TYPES

Unit Type	Total Units	Unit Square Feet	Total Unit Square Feet
S1 Studio	27	546	14,742
A1 1 Bed/1 Bath	27	626	16,902
A2 1 Bed/1 Bath	72	674	48,528
A3 1 Bed/1 Bath	12	686	8,232
A4 1 Bed/1 Bath	27	796	21,492
CR Unit 1 Bed/1 Bath	20	783	15,660
B1 2 Bed/2 Bath	97	972	94,284
B2 2 Bed/2 Bath	65	1,045	67,925
C1 3 Bed/2 Bath	21	1,228	25,788
Total	**368**	Total Net Rentable S.F.	**313,553**
		Average Unit S.F.	**852**

Source: Katerra/Wolff, 2018

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SOURCE: KATERRA, 2018

Duckhorn Natomas Residential Project

Figure 5
Site Plan

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The proposed project would include three types of apartment buildings: 3 stories of apartment units, 3 stories of apartment units with tuck-under garage parking, and 2-story carriage houses with first-floor garage parking.

Seven 3-story, apartment-only buildings would be spread throughout the project site so as to create a diverse look within the project site. These buildings would have all three floors occupied by apartment units, with eight units per floor. Nine 3-story, apartment buildings with tuck-under garages would be interspersed throughout the project site. Each of these buildings would have four units and 10 garage spaces on the first floor, with eight units on the second and third floors. The exact floor plans, elevations, building facades, and color schemes of the buildings would vary slightly but would consist of similar materials such as earth-toned stucco, horizontal lap siding and vertical panels, painted accent trims metal panels for balconies, and concrete roof tiles, as shown in **Figures 6** and **7**. Each of the 3-story buildings would be approximately 40 feet tall, from ground level to the roof peak.

Ten 2-story carriage houses would be located along the eastern boundary of the project site, backing to I-5. The carriage buildings would consist of two apartment units over a first-floor garage. Building facades would blend with the other proposed buildings onsite and would consist of stucco, horizontal lap siding and vertical panels, painted accent trims, and concrete roof tiles, as shown in **Figure 8**. The carriage houses would be approximately 24 feet tall from ground level to the roof peak.

As shown in Table 2, apartment units would vary in size from studios to 3-bedroom/ 2-bathroom units, dispersed throughout the proposed building types. As part of the proposed project, the 368-unit multi-family residential project would be composed of 27 studio units (7%), 158 one-bedroom units (43%), 162 two-bedroom units (44%), and 21 three-bedroom units (6%).

A centralized clubhouse would be located near the middle of the project site along the main entrance. The 1-story clubhouse would include community gathering rooms and lounges, game rooms, study/computer rooms, fitness room, a leasing office, and other amenities for use by the project residents (see **Figure 9**). The clubhouse area would include an outdoor pool and spa, surrounded by a patio area for use by project residents.

Other outdoor resident amenities would be spread throughout the project site, connected by an internal pathway system to allow easy access from residential units to outdoor features. Outdoor open space and activity areas may include tot lots, barbeques and picnic areas, a dog park, a pickleball court, benches, and turf areas. Screened trash enclosures would be strategically placed throughout the project site within the parking areas to allow for convenient resident access.

Uncovered surface parking spaces and surface parking spaces with carports would be spread throughout the project site for use by residents and visitors. Including individual garages, the project proposes approximately 627 parking spaces.

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SOURCE: KATERRA, 2018

Duckhorn Natomas Residential Project

Figure 6a
Apartment Building Elevations

ESA

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SOURCE: KATERRA, 2018

Duckhorn Natomas Residential Project

Figure 6b
Apartment Building Elevations

ESA

D180608.00 - Duckhorn Natomas Residential Project\05 Graphics-GIS-Modeling\Illustrator

SOURCE: KATERRA, 2018

Duckhorn Natomas Residential Project

Figure 6c
Apartment Building Elevations

ESA

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SOURCE: KATERRA, 2018

Duckhorn Natomas Residential Project

Figure 7a
Apartment Buildings with Tuck Under Garages Elevations

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SOURCE: KATERRA, 2018

Duckhorn Natomas Residential Project

Figure 7b
Apartment Buildings with Tuck Under Garages Elevations

ESA

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SOURCE: KATERRA, 2018

Duckhorn Natomas Residential Project

Figure 8
Carriage House Elevations

ESA

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SOURCE: KATERRA, 2018

Duckhorn Natomas Residential Project

Figure 9
Clubhouse Elevations

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Vehicle Access

The project site would be accessible from Duckhorn Drive and would add two vehicle entry driveways along Duckhorn Drive. The primary entry point would be at the Duckhorn Drive/Natomas Crossing Drive intersection. This access point would allow for vehicles to pull into the project site and park in guest parking in front of the clubhouse, continue into the site through a gate, or use a roundabout to exit the project site. A second gate-controlled access point would be north of the main entry, primarily providing easier resident access for buildings located on the northern portion of the project site. Both gates would be equipped with Knox keys to allow emergency vehicle access.

Internal vehicle circulation would be provided by parking aisles between residential buildings as well as along the eastern portion of the site providing access to the carriage house buildings along the eastern side of the project site. The internal roadway system connects the site from the northern project driveway, through the north parking area, into the centrally located parking areas, as well as into the southern portion of the site.

Pedestrian and Bicycle Access

Pedestrian facilities in the site vicinity consist of separated sidewalks on both sides of Duckhorn Drive and existing roads in the project vicinity. There are marked crosswalks at the Duckhorn Drive intersections with Far Niente Way and Great Egret Way. The proposed project would maintain the existing sidewalk along the east side of Duckhorn Drive, providing appropriate markings to maintain pedestrian safety at the proposed project driveways. Pedestrian access would be provided from the Duckhorn Drive sidewalks to the project site through three gates—one adjacent to the proposed northern project driveway, one adjacent to the main project driveway, and one between the driveways. The proposed project would also construct new 10-foot-wide pedestrian/bicycle access trail along the northern boundary of the project site, outside of the site fencing, connecting the eastern sidewalk of Duckhorn Drive eastward to a planned pedestrian/ bicycle trail along I-5 between Arena Boulevard and San Juan Road. Pedestrian access would be provided from this northern trail to the project site through a gate. However, the pedestrian/bicycle trail along I-5 is located beyond the project's property boundary and is not proposed as part of the project. Two pedestrian gates would be provided along the eastern boundary of the project site to provide future pedestrian access directly to the project site through a gate. The proposed project would also include a 12-foot wide asphalt bicycle trail along the south side of the project site, outside of the site fencing, partially within the slope easement (see Figure 5). The trail would include 2-foot wide decomposed granite shoulders on either side. The proposed trail would extend approximately 500 feet west along the southern perimeter of the project site, from the planned bicycle trail along I-5 to the southwestern edge of the project site, where it is anticipated that future development of the adjacent property would establish a connection from the west end of the proposed bicycle path to Duckhorn Drive. Gated access from the project site to the pedestrian/bicycle trail would be provided near the center of the site fencing along the southern perimeter of the project site.

On-street bikeways currently exist on many study area roadways, including Arena Boulevard, Duckhorn Drive, and San Juan Road. Existing Class II bicycle lanes would be maintained along the east side of Duckhorn Drive, along the western boundary of the project site. On January 23, 2018, the Sacramento City Council amended the 2035 General Plan and Bicycle Master Plan in the project vicinity. Specifically, the planned Natomas Crossing Drive from El Centro Road to East Commerce Way was removed as a facility for automobiles and is now planned as a Class I off-street bikeway that will accommodate both bicycles and pedestrians.

Future off-street pedestrian and bicycle facilities near the project site include planned north-south off-street paths parallel and adjacent to I-5, on both sides, an east-west off-street path along the Natomas Crossing Drive alignment, including a bridge over I-5, and connections from the I-5 paths to the Natomas Crossing bridge.

Site Design

Exterior Lighting

Onsite security lighting would be provided in the parking lot and on the exterior of buildings (see **Figure 10**). Overhead LED lighting standards in the parking lots would be placed primarily within the parking lot areas. Overhead lighting standards would be angled downward to provide targeted illumination for safety and security purposes and prevent fugitive light from illuminating adjacent areas. Light fixtures mounted to buildings would also be for security purposes. LED strip lights would be on the underside of carports to provide security lighting. Low-intensity bollards and in-ground accent lighting would illuminate pedestrian pathways, and pole-mounted lighting would be provided in landscaped and open space areas.

Fencing and Landscaping

The project site would be fenced to control access to and from the project site. Along the northern, western, and southern boundaries, the fence would be wrought iron, allowing visual transparency into and out from the project site. The east perimeter of the project site would be a 6-foot-high concrete block wall, separating the proposed carriage houses and parking areas from the future pedestrian/bicycle pathway along I-5.

Onsite landscaping would consist of a 15-foot-wide landscaped setback between the project fence and the property boundary along the Duckhorn Drive frontage and along the north, south, and west perimeters of the project site. Trees would be planted throughout the project site, particularly between buildings, along the edge of the parking areas, and surrounding the open space and resident amenity areas. Shrubs and turf would also be planted throughout the project site. The project has been designed to comply with CALGreen Tier 1 water efficiency measures with landscaping designed to meet California Assembly Bill (AB) 1881, Executive Order B-29-15, the City's Model Water Efficient Landscape Ordinance, and would comply with CALGreen Building Code Requirements.

D180608.00 - Duckhorn Natomas Residential Project\05 Graphics-GIS-Modeling\Illustrator

SOURCE: KATERRA, 2018

Duckhorn Natomas Residential Project

Figure 10
Lighting Plan

ESA

Signage

The proposed project would include monument signs at the two project driveways, consistent with City regulations regarding visual characteristics, size, height, and illumination.

Project Construction

Construction of the proposed project would occur in a single phase. Site preparation would include excavation for the establishment of onsite utilities and connection to existing utility lines within Duckhorn Drive. Project construction would include site grading, utility infrastructure installation, and building pad laydown, followed by erection of the proposed structures. Completion of site features including internal driveway, parking, and sidewalk may take place concurrent with construction of proposed residential structures or following their completion. Following completion of project structures and major external elements, finish construction work would include landscaping and interior finish work.

Proposed project construction would include the implementation of construction best management practices (BMPs) to minimize impacts from construction noise, vibration, light, dust, sedimentation and erosion, and general disturbances to nearby sensitive receptors and sensitive resources, including nearby residential uses to the west. Construction activities would occur between the hours of 7:00 a.m. and 6:00 p.m., Monday through Saturday, and between 9:00 a.m. and 6:00 p.m. on Sunday, in compliance with construction noise regulations described in City Code Section 8.68.080.

The exact type and number of construction equipment to be used would be based on the contractor's judgement and what equipment is reasonably necessary to complete project construction using industry standard means and methods. Typical vehicles that are expected to be used include but are not limited to: scrapers, backhoes, skip loaders, water trucks, generators, and other miscellaneous equipment. Construction duration would be anticipated to last approximately 24 months, from roughly December 2018 through December 2020.

Project Actions

The proposed project would require the following planning approvals from the City of Sacramento:

- Site Plan and Design Review for the proposed residential project.

The proposed project would also require the following actions by entities other than the City of Sacramento:

- Granting of a construction activity stormwater permit from the Central Valley Regional Water Quality Control Board (CVRWQCB).

Discussion

In the case of a project proposal requiring discretionary approval by the City concerning changes to a project for which the City has previously adopted an MND for the overall project, as here, the City must determine whether, in light of the proposed changes to the project, the environmental analysis in the original MND remains relevant because it retains some informational value and, if so, whether a subsequent EIR or MND is required. A subsequent EIR or MND would be required if substantial evidence supports a fair argument that the changes to the project may result in a significant environmental impact that was not previously considered when the project was originally approved. The proposed changes to the prior project will remain within the same original parcel configuration and will retain many of the original features, rendering the previously-adopted MND highly relevant to the environmental analysis of the changes to the project now proposed.

As described in State CEQA Guidelines Section 15164, a lead agency shall prepare an addendum to a previously adopted negative declaration if some changes or additions are necessary but none of the conditions identified in State CEQA Guidelines Section 15162 calling for the preparation of a subsequent negative declaration have occurred. The following identifies the standards set forth in State CEQA Guidelines Section 15162, for which the preparation of a subsequent negative declaration or EIR would be required:

1. *Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.*

2. *Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or*

3. *New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:*

    a. *The project will have one or more significant effects not discussed in the previous EIR or negative declaration;*

    b. *Significant effects previously examined will be substantially more severe than shown in the previous EIR;*

    c. *Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project but the project proponents decline to adopt the mitigation measure or alternative; or*

d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Based on the analysis in this Addendum, the City has determined that the proposed project changes would not result in any new significant adverse impacts, nor an increase in the severity of significant adverse impacts previously identified in the IS/MND. The project would not require the adoption of any new or considerably different mitigation measures or alternatives. Although there have been some changes in the circumstances since the IS/MND was approved, the changes are considered minor technical changes and the analysis in this Addendum demonstrates that there would be no new or more severe impacts due to these changes than previously evaluated and disclosed in the IS/MND. Therefore, this Addendum is the appropriate document required under CEQA. This Addendum has been prepared to satisfy the requirements of CEQA Guidelines Sections 15164 and 15162.

Differences in the potential impacts associated with the proposed project relative to those previously described in the Parkview IS/MND, are discussed below.

I. Land Use / Planning

Project Site

The 14.68-acre project site of the Duckhorn Natomas Residential Project is within the Gateway West neighborhood of the North Natomas Community Plan (NNCP) area and is part of the River View/Parkview PUD. The proposed project site includes vacant lots 4, 5 and 6, with the parcels as shown on the Parkview PUD Schematic Plan. Figure 3 shows the project site relative to the boundaries of the Parkview PUD. Since adoption of the Parkview IS/MND, the project site has remained undeveloped, and the physical conditions of the project site and surrounding areas have remained substantially similar to those analyzed in the Parkview IS/MND. The project site remains vacant and is covered with seasonal grasses that are regularly disced as part of ongoing site maintenance and weed control. Land uses surrounding the project site include single family residential development; multi-family residential development; vacant lots to the north, south, and southwest; and I-5 to the east.

Land Use and Zoning Designations

At the time of the preparation of the Parkview IS/MND, the 1988 General Plan was in place and the land use designation for the entire River View/Parkview PUD area was Employment Center (EC). Consistent with the 1988 General Plan, community plans established at the time the Parkview IS/MND was prepared essentially served as self-contained policy documents, serving many functions implemented by present day general plans, for each community plan area. There was no policy connection between the 1988 General Plan and each of the community plans in place within the City. Each community

plan was adopted independently, either before or after the 1988 General Plan was adopted, and provided the specific land use designations for their respective areas.

The 1994 North Natomas Community Plan (NNCP) was in place during the preparation of the Parkview IS/MND (March 2002). Concurrent with the approval of the Parkview PUD on March 7, 2002, the City Council adopted Resolution Number 2002-120 which incorporated the Parkview Development Project into the River View PUD, creating the River View/Parkview PUD. Entitlements for the River View/Parkview PUD were approved by the City in 2002 along with the adoption of a schematic plan and development guidelines.

Subsequently, when the Sacramento 2030 General Plan (March 2009) was adopted, separate policies for each of the adopted community plan areas were included. However, during the general plan update process, the policies and land use designations stayed essentially the same as the original adopted policies in the 1988 General Plan. Therefore, the Sacramento 2030 General Plan land use designation for the entire River View/Parkview PUD project site remained the same as expressed in the 1994 NNCP, as Employment Center Mid-Rise (EC-MR).

In 2015 the City adopted the Sacramento 2035 General Plan and certified the Sacramento 2035 General Plan Master EIR, which maintained the EC-MR land use designation for the project site. Based on the entitlements in place at the time, allowable development for the project site would be guided by the development agreement in place for the project site. The development agreement remains in force and provides that the PUD and development policies originally included in each policy subsection of the 1994 NNCP as well as the 1988 Sacramento General Plan and which were analyzed in the Parkview IS/MND, are to remain the applicable standards for the project site.

Under the River View/Parkview PUD project analyzed in the Parkview IS/MND, the EC-MR land use designation would remain for the project site.

Existing Zoning

The zoning designation for the project site provided in the Parkview IS/MND is Employment Center - Planned Unit Development (EC-50-PUD).

Employment Center Zone

The purpose of the EC zone is to provide a flexible zone for employment-generating uses in a pedestrian-friendly setting with ample open space. The EC zone also provides for a variety of supporting uses, including retail, residential, and light industrial. The close proximity of supporting uses allows for pedestrian, bicycle, transit, and rideshare-connection opportunities, which collectively help reduce dependence on the automobile. Consequently, parking needs are reduced, and shared parking opportunities increase. The EC zone was developed specifically for North Natomas, but may be applicable to other areas of the city if the site is appropriate for a flexible, mixed–use, employment-generating complex.

The EC-50 zoning designation denotes a requirement that employment center uses generally meet a minimum requirement of 50 employees per acre.

Planned Unit Development

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

Land Use Evaluation

The proposed project would construct up to 368 apartment units, of which 313,553 square feet would be the net rentable square footage of multi-family residential uses, built within the 14.68-net-acres project site. The proposed development would include 26 apartment building structures and a clubhouse. Residential apartment buildings would be interspersed with parking areas, pedestrian pathways, outdoor resident gathering areas, and landscaping. Outdoor resident amenities would be spread throughout the project site, connected by an internal pathway system to allow easy access from residential units to outdoor features. A centralized clubhouse would be located near the middle of the project site along the main entrance driveway (see Figure 9). The clubhouse area would include an outdoor pool and spa surrounded by a patio area for use by project residents.

The proposed project would not deviate from the anticipated uses included in the Parkview IS/MND due to the project conforming to the permitted uses specified in the zoning code which specifies residential multi-unit dwellings as a permitted use within the EC-50-PUD zone. Similar to the uses described in the Parkview Development IS/MND, the proposed project involves the construction of residential uses in an area that is dominated by both single- and multi-family residential uses and undeveloped land.

The proposed project would be consistent with the allowable land uses and development intensities identified in the development guidelines for the project site. The proposed project would be compatible with surrounding land uses. Incompatibilities typically exist when uses such as residences, parks, churches, and schools are located adjacent to more disruptive uses such as heavy industrial uses, major transportation corridors, and regional commercial centers where traffic levels and attendant noise may be high. The identification of incompatible uses occurs if one land use is anticipated to be disruptive of the existing or planned use of an adjacent property.

As discussed in the Parkview IS/MND, the project site is to be developed on land identified as Prime Agricultural Soils. However, the determination is based on National Resources Conservation Service (NRCS) soil survey data and soil maps from 1986. Since that time the land has remained vacant and has not been subject to active agricultural activities. Site maintenance has been limited to regular tilling to clear seasonal grasses and weeds. In evaluating development within the 1998 General Plan area, the conversion of

agricultural land to urban uses was determined to be a significant and unavoidable impact. Further, the 2030 and 2035 General Plan Master EIRs found that remaining agricultural areas within the city boundaries are not considered viable or suitable for large scale agricultural operations. Therefore, by adopting the 1988 General Plan, 2030 General Plan and the 2035 General Plan, the City of Sacramento has planned for the conversion of agricultural uses to urban uses on a program level. As with the project analyzed in the Parkview IS/MND, the proposed project would not result in impacts to farmland or important agricultural resources.

The proposed project would not have significant land use effects that were not discussed in the Parkview IS/MND, nor would it increase the severity of land use impacts discussed in the IS/MND. Under existing conditions, the proposed project would not make feasible mitigation measures that were found to be infeasible in the Parkview IS/MND. There are no mitigation measures that were not considered in the Parkview IS/MND that would more substantially reduce the potential effects of the proposed project on Land Use. For these reasons, impacts to land use from the proposed project would not require the preparation of a subsequent negative declaration or EIR.

II. Population / Housing

The analysis of potential development on the project site, as a part of the Parkview IS/MND, determined that 242.6 gross vacant acres would be developed and could lead to a population increase of 3,952 people at full buildout. Based on the Parkview IS/MND analysis, such a population increase would be consistent with the future development anticipated in the NNCP. Anticipated development analyzed in the Parkview IS/MND estimated that 326 dwelling units would be built on the proposed 14.68-net acre project site under the Employment Center land use designation, which was assumed to generate approximately 502 additional people. The proposed project would provide 368 dwelling units on 14.68 acres. Thus, the overall increase in development for the project site would be an increase of 42 dwelling units. Using the same analysis and population-generation rate (1.54 people/du) as was utilized for the Parkview IS/MND, this increase in dwelling units for the project site would roughly add to the estimated population by 65 people, an increase of less than two percent of the overall assumed population analyzed for the Parkview IS/MND. This minor increase in population would not be a substantial change or increase the severity of impacts previously disclosed in the Parkview IS/MND.

Furthermore, 216.5 acres of the previously analyzed River View/Parkview PUD site was designated for residential and mixed-use development under the 2035 General Plan. With development of the proposed project, the construction of a portion of the larger River View/Parkview PUD site would occur. The Parkview IS/MND analysis determined that infrastructure for the PUD project would not be oversized to accommodate previously unserved growth. As mentioned, population increases resulting from the River View/Parkview PUD project were determined to not be substantial because buildout of the project was estimated to potentially increase population by 3,952 people, which was noted as being a nominal 380 (11 percent) more people than the development planned in the

NNCP. Further, the Parkview IS/MND noted that a major portion of the project site was designated for residential and mixed-use development under the 2035 General Plan in a part of the City that is expected to accommodate over 30,000 residents. Therefore, the proposed project remains consistent with the NNCP, and General Plan which leads to a determination of potential impacts from population and housing to be considered less than significant.

Regarding the potential for the project to displace existing residents or housing, the Parkview IS/MND determined that the proposed project site was vacant land that had been designated for urban uses, and development of the project site would not displace existing residents or housing because the site is not currently residentially developed. The analysis concluded that the proposed project would not have an adverse impact on population or housing in the area, and the impact would be less than significant. The project site remains vacant and would not displace residents or housing.

While the proposed changes would add population and housing, the proposed project would not alter the anticipated effects on population and housing associated with the project described in the Parkview IS/MND. The proposed project would not have more significant effects related to population and housing that were not discussed in the previous IS/MND or increase the severity of impacts discussed therein. For these reasons, impacts to population and housing from the proposed project would not require the preparation of a subsequent negative declaration or EIR.

III. Geology / Soils

Seismic Hazards

The conditions for fault rupture and seismic ground shaking at the proposed project site would be the same as those at the originally-proposed project site in the River View/ Parkview PUD.

As discussed in Section 3 of the Parkview IS/MND, the City of Sacramento requires implementation of the Uniform Building Code (UBC). The UBC specifies development regulations, which, through the application of standards recognizing State and federal earthquake protections, assure that structural damage impacts resulting from seismic ground shaking would be less than significant.

As described in Section 3 of the Parkview IS/MND, the site of the proposed project lies within a liquefaction opportunity zone (5.5 – 8.5 on the Richter Scale) of maximum credible earthquakes, meaning that the area is susceptible to liquefaction events. However, the parcels which constitute the proposed project site have not been evaluated for liquefaction hazards by the California Geological Survey[1] and the project site is not located within a State Designated Seismic Hazard Zone for liquefaction.[2]

1 California Department of Conservation, 2017. Department of Conservation Website: Earthquake Zones of Required Investigation. Available: https://maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed June 22, 2018.

2 California Department of Conservation, 2015. Department of Conservation Website: Seismic Hazard Zones. Available: http://www.conservation.ca.gov/cgs/shzp/Pages/shmprealdis.aspx#in_zone. Accessed June 22, 2018.

The proposed project would include the construction of 368 multifamily residential apartment units on a 14.68-acre project site. The proposed project would be constructed in compliance with all applicable development and engineering standards including current UBC and California Building Code (CBC) (Title 24 of California Code of Regulations) standards. Chapter 16 of the CBC provides more detailed specifications for earthquake structural design requirements than the federal code, including the requirement that the design of foundation and excavation-wall supports must reduce the exposure to potentially damaging seismic vibrations through seismic-resistant design (Section A33 – Excavation and Grading).

Additionally, the UBC specifies minimum standards to ensure less-than-significant impacts from structural damage resulting from liquefaction due to the occurrence of maximum credible earthquakes. Adherence to these specifications, to the Seismic Zone 3 soil and foundation support parameters of Chapters 16 and 18 of the CBC,[3] and to the grading requirements of Chapters 18, 33, and the appendix to Chapter 33 of the CBC, would mitigate potential impacts of the proposed project resulting from liquefaction hazards to less-than-significant levels.

Changes introduced by the proposed project and/or new circumstances relevant to the proposed project would not, as compared to the analysis of anticipated development within the Parkview IS/MND, result in new significant impacts relating to fault rupture, seismic ground shaking, and liquefaction or significant impacts that are substantially more severe than those previously disclosed. No new mitigation measures would be required.

Erosion

Analysis in the Parkview IS/MND determined that the Parkview project area, which includes the project site, would require grading which would increase the potential for soil erosion. However, grading activities on the project site were determined to be subject to regulations, including Sacramento City Code Title 15 Chapter 15.88, which provides standards and specifications that ensure that soil erosion potential would be minimized. Thus, the Parkview IS/MND determined that the Parkview project would have a less-than-significant impact relating to soil erosion.

Subsequent to completion of the Parkview IS/MND the project site has remained undeveloped and site conditions and site surroundings have remained generally the same.

The proposed project would develop the 14.68-acre project site with residential apartment uses. Site preparation would be anticipated to include grading and excavation for the establishment of structural foundations and utility installation. A review of the web soil survey produced by the Natural Resources Conservation Service illustrated that the

[3] City of Sacramento, 2015. *Sacramento 2035 General Plan Master Environmental Impact Report*. Certified March 3, 2015. Page 4.5-4.

proposed project site is composed of three distinct soil types[4] which are all characterized by high shrink-swell potential, as discussed in Section 3 of the Parkview IS/MND. "115-Clear Lake clay, hardpan substratum, drained, 0 to 1 percent slopes" is further typified by slight or no hazards for water erosion, while "213-San Joaquin silt loam, leveled, 0 to 1 percent slopes" and "214-San Joaquin silt loam, 0 to 3 percent slopes" represent slight or no hazards for erosion. All three soil types are also characterized by slow to very slow permeability and runoff. Due to the characteristics of these expansive soils, certain construction activities, such as grading of the site or trenching for utility infrastructure installation, could increase the potential for soil erosion and/or unstable earth conditions. However, the potential for soil expansion and/or subsidence would be minimized through adherence to the UBC. Compliance with the specific design and procedure recommendations of the *Soil Investigation Parkview Subdivision Report* prepared for the Parkview IS/MND would also reduce the potential for hazards resulting from soil expansion and/or subsidence.[5]

The proposed project site is subject to the City's Grading Ordinance (Chapter 15.88 of the Sacramento City Code), which requires the preparation of an Erosion and Sediment Control Plan by an erosion control expert, who must also be on site during construction to oversee the installation and implementation of erosion and sediment control measures. Since the proposed project will require grading of approximately 14.68 net acres of land, it is also subject to the National Pollution Discharge Elimination System (NPDES) permit program, administered by the Central Valley Regional Water Quality Control Board (CVRWQCB). The program requires acquisition of an NPDES permit and the preparation of a stormwater pollution prevention plan (SWPPP). Compliance and adherence to the aforementioned requirements would minimize the potential for erosion as a result of the proposed project, and the impact would be less than significant.

Changes introduced by the proposed project and/or new circumstances relevant to the proposed project would not, as compared to the anticipated development analyzed in the Parkview IS/MND, result in new significant impacts relating to erosion or significant impacts that are substantially more severe than those previously disclosed. No new mitigation measures would be required.

Unstable Soils, Subsidence, and Topography

The Parkview IS/MND identified potential hazards relating to unstable soils as a result of the Parkview project. However, such impacts were found to be less than significant with the implementation of foundation design recommendations provided in the geotechnical analysis prepared for the study and adherence to the UBC.

The proposed project would develop the 14.68-acre project site with residential apartment uses. Site preparation would be anticipated to include grading and excavation for the

4 Natural Resource Conservation Service, 2017. United States Department of Agriculture Website: Web Soil Survey. Available: https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx. Accessed June 27, 2018.

5 Raney Geotechnical, 2000. Soil Investigation Parkview Subdivision.

establishment of structural foundations and utility installations, very similar to the anticipated ground disturbing activity analyzed in the Parkview IS/MND.

Landslides and slope stability are not considered potential hazards for the proposed project area given both the level topography and stable terrain of the area and the lack of unique geological or physical features which could result in a landslide. The proposed project site consists primarily of clay and loam hydric soils in the central, eastern, and most-southwestern portions of the site, with loamy soils in the northern and southwestern portions of the site.[6] Anticipated development of the site under the proposed project would not include long-term permanent groundwater pumping or dewatering activities. Compliance with the UBC and with the foundation and excavation-wall support design requirements outlined in Chapters 16, 18, 33, and the appendix to Chapter 33 of the CBC would minimize the potential for hazards relating to unstable soils, resulting in a less-than-significant impact.

Changes introduced by the proposed project and/or new circumstances relevant to the proposed project would not, as compared to the Parkview IS/MND, result in new significant impacts relating to unstable soils, subsidence, or topography, or result in significant impacts that are substantially more severe than significant impacts previously described in the Parkview IS/MND. No new mitigation measures would be required. Furthermore, there is no new information of substantial importance showing that the proposed project would have significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than those discussed in the Parkview IS/MND. Therefore, impacts relating to geology, soils, or seismicity from the proposed project would not require the preparation of a subsequent negative declaration or EIR.

IV. Water

Risk of Flooding

As described in the Project Background, subsequent to the preparation of the 2001 Parkview IS/MND, the USACE released a report in January 2008 that found that some portions of the Natomas Basin did not have 30-year flood protection. As a result, the Federal Emergency Management Agency (FEMA) designated the Basin under the AE special hazard flood zone designation in December 2008. The AE designation required all property owners within the basin with federally-backed mortgages to obtain flood insurance. Beginning in 2007, SAFCA was working with State and federal agencies to implement the NLIP, which would improve the Natomas Basin levee system to reach 100-year flood protection in 2012, and reach 200-year protection in 2013. Under these regulatory conditions, the City applied for an A99 FEMA designation, which does not have development requirements.

[6] Natural Resource Conservation Service, 2017. United States Department of Agriculture, Web Soil Survey. Available: https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx. Accessed June 27, 2018.

Levee improvements have been ongoing under the SAFCA NLIP. In April 2015, FEMA determined that SAFCA had made sufficient progress in required improvement to the levee system to approve an A99 flood zone designation for the Natomas Basin. An A99 designation is an interim flood zone designation that does not diminish the risk consideration for the flood zone, but allows construction if certain conditions are met.[7] Accordingly, mandatory flood insurance purchase requirements and floodplain management are required of properties located in Zone A99.[8] At a minimum, projects located within Zone A99 would need to adhere to the floodplain management and building requirements set forth in Section 60.3 of the National Flood Insurance Program (NFIP) regulations, which include, but are not limited to, the following:

- Review all permit applications to determine whether proposed building sites will be reasonably safe from flooding. If a proposed building site is in a flood-prone area, all new construction and substantial improvements shall (i) be designed (or modified) and adequately anchored to prevent flotation, collapse, or lateral movement of the structure resulting from hydrodynamic and hydrostatic loads, including the effects of buoyancy, (ii) be constructed with materials resistant to flood damage, (iii) be constructed with electrical, heating, ventilation, plumbing, and air conditioning equipment and other service facilities that are designed and/or located so as to prevent water from entering or accumulating within the components during conditions of flooding.[9]

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

The proposed project would be required to comply with floodplain management and building requirements of Section 60.3 of the NFIP, consistent with the A99 flood zone designation.

The proposed project would have a lower risk of flooding than analyzed in the Parkview IS/MND due to the extensive work performed to strengthen the levees in the Natomas Basin.

7 Federal Emergency Management Agency (FEMA), 2015. Flood Insurance Rate Map, Sacramento County: Map Number 06067C0045J. Available: https://msc.fema.gov/portal/search?AddressQuery=duckhorn%20road%2C%20sacramento#searchresultsanchor Accessed June 20, 2018.

8 Federal Emergency Management Agency (FEMA), 2014. Adequate Progress on Flood Control Systems: Zone A99 Requirements Summary for State and Local Officials. Available: https://www.fema.gov/media-library-data/1417370512021-87d10b406536999e03e3f63fe55873f5/Zone_A99_Fact_Sheet.pdf. Accessed June 20, 2018.

9 Federal Emergency Management Agency (FEMA), 2000. Section 60.3 Flood Plain Management Criteria for Flood Prone Areas. Available: https://www.fema.gov/media-library-data/20130726-1622-20490-7844/section60_3.pdf. Accessed June 20, 2018.

Although the flood designation has changed, this revised designation does not affect the risk determination for the project site as described in the Parkview IS/MND. Therefore, the potential for the proposed project to exacerbate flood elevations or to be affected by flood conditions would be the same as those analyzed in the Parkview IS/MND. Changes introduced by the proposed project and/or new circumstances relevant to the project would not, as compared to the Parkview IS/MND, result in new significant impacts relating to flooding or impacts that are substantially more severe than significant impacts previously disclosed. No new mitigation measures would be required.

Construction-Related Impacts to Surface Water

The Parkview IS/MND analyzed impacts to surface waters from development of the proposed project, which would require grading, excavation, and other construction-related activities that could cause soil erosion at an accelerated rate during storm events. As described in the Parkview IS/MND, anticipated development on the project site would be required to comply with the Comprehensive Stormwater Management Plan and SCC Title 15.88 Grading, Erosion, and Sediment Controls, which provide standards and specifications that ensure that impacts to water quality are minimized during construction activities. Additionally, because the project is proposed to disturb more than one acre of soil, the project is required to obtain coverage under the NPDES administered by the Regional Water Quality Control Board (RWQCB). Under SCC Title 15.88.260 Post-construction Erosion and Sediment Control Plan (PC plan), the project is required to prepare a PC plan, which would control surface runoff and erosion and retain sediment after construction. Construction contractors would also be required to prepare and submit a construction stormwater pollution prevention plan (SWPPP). Anticipated development on the proposed project site would be required to adhere to the above requirements, conformance with which would reduce potential impacts from construction runoff to less than significant.

The proposed project would be subject to, and implement, all of the stormwater and erosion prevention requirements described in the Parkview IS/MND. Additionally, the proposed project would implement present-day best management practices (BMPs) for the prevention of impacts to surface waters from construction activities. For this reason, impacts to surface water from the proposed project would be less than significant with no required mitigation. The proposed project would not have more significant effects from construction related impacts to surface waters than were discussed in the Parkview IS/MND or increase the severity of those impacts discussed therein. Under existing conditions, the proposed project would not make feasible, mitigation measures that were found to be infeasible in the Parkview IS/MND. Further, there are no mitigation measures that were not considered in the Parkview IS/MND, that would more substantially reduce the potential effects of the project construction on surface waters. For these reasons, impacts to surface waters from proposed project construction would not require the preparation of a subsequent negative declaration or EIR.

Operational Water Quality

The Parkview IS/MND included analysis of potential impacts to water quality from urban runoff from the project site. The project analyzed in the Parkview IS/MND would increase impervious surfaces within the project site that would alter the types and levels of pollutants that could be present in project site runoff. As described in the Parkview IS/MND, the site's drainage system is designed to control urban runoff pollutants and improve water quality by allowing water pollutants to settle out within Detention Basin 7a. The impervious surfaces would deliver runoff from the site to Detention Basin 7a and the Natomas West Drainage Canal. Additionally, stormwater from building roofs will be routed either directly into underground storm drainage system or will drain from roof down spouts across paved areas and be collected in parking lot drain inlets. Drain inlets will discharge to a pipe system that is connected to Detention Basin 7a. Detention Basin 7a provides water quality treatment and regulates the discharge of drainage of 0.1 cubic feet per acre for storms up to 100-year return storm.

The proposed stormwater design of the project site would meet the requirements of the Stormwater Quality Standards for Development Projects to ensure that stormwater runoff meets the water quality standards identified by the RWQCB for water entering the Sacramento River.[10]

As described above, the proposed project would increase impermeable surface area of the project site. However, the proposed project would be designed to direct stormwater runoff to a pipe system that is connected to Detention Basin 7a. The Parkview IS/MND anticipated and analyzed the effects of impervious surfaces in the area increasing the amount of runoff, as well as conveyance and treatment of that stormwater. In addition, the proposed project would be subject to and implement all of the regulatory requirements described in the Parkview IS/MND, which would minimize potentially adverse impacts from urban runoff. Implementation of requirements of the Stormwater Quality Standards for Development Projects would further minimize potential adverse effects. With the utilization of required water quality features in the existing drainage system that would serve the project and conformance with City, regional, and statewide stormwater runoff requirements, impacts to surface water from urban runoff originating from the project site would be less than significant and would not require mitigation. The proposed project would not have more significant effects related to urban runoff that were not discussed in the Parkview IS/MND or increase the severity of those impacts discussed therein. Under existing conditions, the proposed project would not make feasible, mitigation measures that were found to be infeasible in the Parkview IS/MND. Further, there are no mitigation measures that were not considered in the Parkview IS/MND, that would more substantially reduce the potential effects of the project operation on water quality. For these reasons, impacts to water quality from the proposed project operation would not require the preparation of a subsequent negative declaration or EIR.

[10] Sacramento Stormwater Quality Partnership, 2007. *Stormwater Quality Design Manual; for the Sacramento and South Placer Regions*. May 2007. Available: http://www.beriverfriendly.net/docs/files/File/2007_DesignManual/SWQ_DesignManual_2007.pdf. Accessed June 21, 2018.

Groundwater

Analysis of potential impacts to groundwater in the Parkview IS/MND concluded that project construction would not result in changes in quantity of groundwater or its direction of water movements. This conclusion was based on anticipated project design and the preliminary soil investigation prepared for the project area, which determined the groundwater level to be approximately 7 to 13 feet below surface level. The proposed project would only require minor excavation for the establishment of building pads and installation of utility infrastructure. Based on the depth of groundwater described in the geotechnical report prepared for the proposed project, it is anticipated that the permanent groundwater table will remain at least a few feet below building pad levels and would not be significantly affected by project construction.[11] The construction processes for the proposed project would be the same as those processes anticipated and analyzed in the Parkview IS/MND. Accordingly, this impact would be less than significant and no new mitigation would be required.

V. Air Quality

As analyzed in Section 5 of the Parkview IS/MND, emissions of criteria air pollutants generated by the proposed development were compared to significance criteria published in the Sacramento Metropolitan Air Quality Management District's (SMAQMD) "Air Quality Thresholds of Significance" manual (Manual, 1994 First Edition)[12] to assess whether the proposed project would result in an air quality violation. The Manual provided screening criteria that could be used to qualitatively assess whether a project would exceed the SMAQMD's construction and operation significance thresholds for reactive organic gas (ROG), nitrogen oxides (NOx), and fine particulate matter 10 micrometers in diameter (PM_{10}). According to the SMAQMD screening criteria, projects with more than 340 residential dwelling units or 290,000 square feet (sf) of office uses would likely exceed the SMAQMD's significance thresholds for ROG, NOx and PM_{10}.

The Parkview IS/MND concluded that the proposed development would exceed the SMAQMD's screening criteria for single family housing by 31 percent and for office park by 33 percent and applied these criteria, separately, to both short-term (construction) emissions and long-term (operational) emissions. Since specific construction phasing and equipment usage were not available during the preparation of the Parkview IS/MND, construction emissions were not estimated. Consequently, the Parkview IS/MND concluded the project would result in a significant impact. However, the Parkview IS/MND concluded that short-term impacts related to air quality violations during project construction could be reduced to a less-than-significant level after the implementation of Mitigation Measures 5-1 through 5-8, which required the project applicant to implement

11 Raney Geotechnical Inc., 2000. Soil Investigation Parkview Subdivision, Duckhorn Boulevard and San Juan Road, Sacramento, California.

12 Sacramento Metropolitan Air Quality Management District (SMAQMD), 1994. Air Quality Thresholds of Significance, as cited in City of Sacramento, 2001. Initial Study and Mitigated Negative Declaration for Parkview (P00-022 / P00-023). December.

ROG, NOx and PM_{10} emission reduction measures, which are also reflective of the City of Sacramento Title 15.40.050 and SMAQMD Rule 403.

With respect to long-term emissions, although the Parkview IS/MND concluded that the proposed development would exceed SMAQMD's land use-based screening criteria, the Parkview IS/MND concluded that operational emissions would not result in air quality violation and would result in a less-than-significant impact through the implementation of a Transportation Management Plan (TMP) and Transportation System Management Plan (TSM) that is required by code. No mitigation measures were required.

Short-Term Emissions

Since the publication of the Parkview IS/MND, the SMAQMD has developed updated screening level criteria to assist project applicants and lead agencies in determining if NOx and PM emissions from constructing a project in Sacramento County will exceed the District's construction significance thresholds.[13] Projects that meet the following screening parameters are considered to have a less-than-significant impact on air quality:

- Does not have project area greater than 35 acres;
- Does not include buildings more than four stories tall;
- Does not include demolition activities;
- Does not have a construction schedule that is unusually compact, fast-paced, or involves more than two phases (i.e., grading, paving, building construction, and architectural coatings) occurring simultaneously;
- Does not Involve cut-and-fill operations (moving earth with haul trucks and/or flattening or terracing hills); and
- Does not require import or export of soil materials that will require a considerable amount of haul truck activity.

The proposed project would consist of the construction of 368 multi-family dwelling units on 14.68 acres. None of the proposed residential structures would be taller than three stories. Since construction activities would occur on vacant land, no demolition activities will be required. All construction activities would occur in one phase. Site preparation would include excavation for the establishment of onsite utilities and connection to existing utility lines along Duckhorn Drive. Project construction would include construction of the project foundation followed by erection of the proposed structures. Following construction of the proposed structures, construction activities would be anticipated to include completion of other site features including internal driveways, parking areas, sidewalks, and landscaped areas as well as finishing the interior of the buildings. It is not expected that any of the construction activities will overlap, require cut and fill operations

[13] Sacramento Metropolitan Air Quality Management District (SMAQMD), 2009. *Guide to Air Quality Assessment in Sacramento County*. December 2009.

or require a considerable amount of haul truck trips. Since the proposed project would meet all of the SMAQMD construction screening level criteria and will implement all feasible Basic Construction Emission Control Practices (also known as Best Management Practices (BMPs)) recommended by the SMAQMD through implementation of Mitigation Measures 5-1 through 5-8, the proposed project construction-related emissions of criteria air pollutants would not result in an air quality violation. Consequently, the proposed project would not result in new significant impacts or a substantial increase in severity of significant impacts associate with short-term pollutant emissions.

Construction of the proposed project could expose nearby sensitive receptors to toxic air contaminants (TACs) during project construction which was not specifically addressed in the Parkview IS/MND. The Parkview IS/MND did address exposure to carbon monoxide (CO) concentrations from construction equipment and activities and determined that construction-related exposures to substantial pollutant concentrations was less than significant based on the limited duration of exposure.

The dose to which receptors are exposed is the primary factor affecting health risk from exposure to TACs. Dose is a function of the concentration of a substance or substances in the environment and the duration of exposure to the substance. According to the Office of Environmental Health Hazard Assessment (OEHHA), health risk assessments should be based on 9-, 30-, and/or 70-year exposure periods to determine the health risk to sensitive receptors from cancer or chronic noncancerous health effects of TAC emissions (such as diesel particulate matter).[14] However, construction is temporary and occurs over a relatively short duration in comparison to the operational lifetime of the proposed project. In addition, only portions of the site would be disturbed at a time and occurring intermittently throughout the course of a day, with operation of construction equipment regulated by federal, State, and local regulations, including SMAQMD rules and regulations.

The project would construct residential buildings instead of commercial uses envisioned in the Parkview IS/MND. Consequently, it is reasonable to assume that the mix of diesel emitting construction equipment would be similar for the proposed residential construction as for the formerly assessed commercial construction activities. Consequently, the proposed project would not result in new significant impacts or a substantial increase in severity of significant impacts associated with exposing sensitive receptors to substantial pollutant concentrations.

Objectionable Odors

The Parkview IS/MND addressed exposure to odors from construction equipment and determined that the impact of these odors was less than significant based on the limited duration of exposure.

Diesel equipment used to construct the proposed project may emit objectionable odors associated with combustion of diesel fuel. However, these emissions would be temporary

[14] Office of Environmental Health Hazard Assessment (OEHHA), 2015. Risk Assessment Guidelines. February 2015.

and intermittent in nature; thus, odor impacts associated with diesel combustion during construction activities would be less than significant. Consequently, the proposed project would not result in new significant impacts or a substantial increase in severity of significant impacts associated with odors.

Long-Term Emissions

Since the publication of the Parkview IS/MND, the SMAQMD has developed updated screening level criteria to help lead agencies analyze operational ROG, NOx, PM_{10} and $PM_{2.5}$ emissions from projects in Sacramento County.[15] According to the operational screening table found in the SMAQMD Air Quality CEQA Guidance, multi-family uses that can be categorized as apartments mid-rise (3 to 10 stories) with less than 740 dwelling units would be below the SMAQMD's screening criteria for ozone-precursors, ROG and NOx, while a unit count of less than 1,485 would be below the SMAQMD's screening criteria for the SMAQMD's screening criteria for particulate matter, PM_{10} and $PM_{2.5}$. The operational screening tables can only be used by projects that will implement all operational BMPs recommend by the SMAQMD. These BMPs include compliance with mandatory measures in the California Building Energy Efficiency Standards and Green Building Code (Title 24, Parts 6 and 11), compliance with anti-idling regulations for diesel powered commercial motor vehicles, pedestrian infrastructure connectivity, and transit accessibility. Since the proposed project would implement all feasible operational BMPs recommended by the SMAQMD and would result in the construction of 368 multi-family dwelling units - less than both the SMAQMD's ozone precursor and particulate matter screen levels - the proposed project would not result in an air quality violation during project operation. Consequently, the proposed project would not result in new significant impacts or a substantial increase in severity of significant impacts associate with long-term emissions.

According to the current version of SMAQMD's Air Quality CEQA Guidance, a project will have a less-than-significant impact in regard to ambient carbon monoxide (CO) concentrations if the project will not result in an affected intersection experiencing more than 31,600 vehicles per hour; will not contribute to a tunnel, parking garage, bridge overpass, urban street canyon, or below-ground roadway, or other locations where horizontal or vertical mixing of air will be substantially limited; and if vehicle types at the affected intersections would not be substantially different from the County average.[16] Intersection volumes estimated for the transportation analysis indicate that the proposed project would generate less than 31,600 vehicles per hour and would not include any tunnels, parking garages, bridges or below-ground roadways.[17] Therefore, the proposed project would not contribute to an exceedance of the CO ambient air quality standard. Impacts related to CO concentrations would be less than significant.

[15] Sacramento Metropolitan Air Quality Management District (SMAQMD), 2009. *Guide to Air Quality Assessment in Sacramento County*. December 2009.

[16] Sacramento Metropolitan Air Quality Management District (SMAQMD), 2009. *Guide to Air Quality Assessment in Sacramento County*. December 2009.

[17] DKS Associates, 2018. *Draft Transportation Analysis, Duckhorn Apartments,* Prepared for the City of Sacramento. April 20, 2018.

Exposure of Project to Health Risks

The proposed project would not include any new stationary sources of TACs that could result in health risks to existing sensitive receptors in the project vicinity. However, proposed multi-family residences could be located approximately 180 feet from the outer edge of I-5, which may result in future health risk exposure for future occupants from existing mobile source TAC emissions from freeway traffic. Since publication of the Parkview IS/MND, the California Supreme Court found that "agencies subject to CEQA generally are not required to analyze the impact of existing environmental conditions on a project's future users or residents." In *California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal. 4th 369, the Supreme Court explained that an agency is only required to analyze the potential impact of such hazards on future residents if the project would exacerbate those existing environmental hazards or conditions. CEQA analysis is therefore concerned with a project's impact on the environment, rather than with the environment's impact on a project and its users or residents. Thus, with respect to vehicular traffic along I-5, the City is not required to consider the effects of bringing a new population into an area adjacent to the freeway because the project would not significantly increase or otherwise affect traffic volumes along I-5 that would result in an increase in TAC emissions. Therefore, future health risks of residents from I-5 is not a CEQA impact.

Moreover, according to the SMAQMD CEQA Guidance, projects that place sensitive receptors within 500 feet from a freeway with a daily traffic volume of 100,000 vehicle trips or urban roadway with a daily traffic volume of 50,000 vehicle trips must evaluate potential cancer risks using the screening criteria found in the SMQAMD's Recommended Protocol for Evaluating the Location of Sensitive Land Uses Adjacent to Major Roadways.[18] According to traffic data collected by California Department of Transportation (Caltrans) in 2016, the segment of roadway along I-5 closest to the proposed project area has an average daily traffic volume of 143,900 vehicle trips, which triggers the SMAQMD screening criteria for freeways.[19]

Since the proposed residences would be located within 500 feet of I-5, the SMAQMD's *Recommended Protocol for Evaluating the Location of Sensitive Land Uses Adjacent to Major Roadways* screen tables were used to evaluate the potential health risks of placing sensitive receptors near I-5.[20] According to traffic data collected by Caltrans in 2016, the segment of roadway along I-5 closest to the proposed project area has a peak hour traffic volume of 11,900 vehicles per hour.[21] Using the screening tables provided in the SMQAMD's *Recommended Protocol for Evaluating the Location of Sensitive Land Uses*

[18] Sacramento Metropolitan Air Quality Management District (SMAQMD), 2009. *Guide to Air Quality Assessment in Sacramento County*. December 2009.

[19] California Department of Transportation (Caltrans), 2016. Caltrans GIS Data. Available: http://www.dot.ca.gov/hq/tsip/gis/datalibrary/Metadata/AADT.html. Accessed June 13, 2018.

[20] Sacramento Metropolitan Air Quality Management District (SMAQMD), 2011. *Recommended Protocol for Evaluating the Location of Sensitive Land Uses Adjacent to Major Roadways*. March 2011.

[21] California Department of Transportation (Caltrans), 2016. Caltrans GIS Data. Available: http://www.dot.ca.gov/hq/tsip/gis/datalibrary/Metadata/AADT.html. Accessed June 13, 2018.

Adjacent to Major Roadways screen tables, a sensitive receptor located within 100 to 200 feet of I-5 would be exposed to an increased cancer risk ranging from 105 to 169 per million persons exposed, which would not exceed the SMAQMD's screening evaluation criterion for mobile cancer risks of 276 per million persons exposed.[22] Therefore, the health risks associated with the placement of sensitive receptors within the proposed project area near I-5 would be less than significant.

The proposed project would not alter the impacts to air quality relative to those discussed in the Parkview IS/MND. Changes introduced by the proposed project and/or new circumstances relevant to the project would not, as compared to the Parkview IS/MND, result in a new significant impact or significant impacts that are substantially more severe than significant impacts previously disclosed. No new mitigation measures would be required. In addition, there is no new information of substantial importance showing that the proposed project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the Parkview IS/MND. Nor is there new information of substantial importance showing (i) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents declined to adopt the mitigation measure or alternative or (ii) that mitigation measures or alternatives considerably different from those analyzed in the Parkview IS/MND would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative. For these reasons, impacts to air quality from the proposed project would not require the preparation of a subsequent negative declaration or EIR.

VI. Global Climate Change

The Parkview IS/MND did not include a section that analyzed the impacts from the proposed project on global climate change. Since the publication of the Parkview IS/MND, the City of Sacramento has incorporated global climate change or greenhouse gas emissions as a required topic for environmental analysis and adopted the Sacramento Climate Action Plan (CAP) as part of the 2035 General Plan.[23] The City's CAP policies, as woven throughout the 2035 General Plan, include several initiatives to reach the City's goals of reducing community-wide emissions by 15 percent below 2005 levels by 2020, 38 percent below 2005 levels by 2030, and 83 percent below 2005 levels by 2050.

The proposed project would comply with the City's CAP. The proposed project is located within an area under the Employment Center Mid-Rise designation in the City's General Plan. The Sacramento 2035 General Plan Master EIR evaluated greenhouse gas emissions related to development anticipated in the City based on land use designations

[22] Sacramento Metropolitan Air Quality Management District (SMAQMD), 2011. *Recommended Protocol for Evaluating the Location of Sensitive Land Uses Adjacent to Major Roadways.* March 2011.

[23] City of Sacramento, 2015. *Sacramento 2035 General Plan*. Adopted March 3, 2015.

and anticipated citywide growth.[24] Because the proposed project would be consistent with the general plan land use designation for the project site, the greenhouse gas emissions for the proposed project would be consistent with the assumptions of the general plan and CAP. The proposed project's development type and intensity is nearly identical to that anticipated under the general plan. In addition, the proposed project would be constructed in an area with pedestrian access via sidewalks and access to on-street and nearby off-street bike paths, and would be consistent with the City's Pedestrian Master Plan and Bikeway Master Plan. The proposed project would be designed in compliance with the 2016 Title 24 Building Energy Efficiency Standards. Since development under the general plan, including development of the project site, has been analyzed in the Sacramento 2035 General Plan Master EIR and greenhouse gas emissions have already been considered, the proposed project would not conflict with the implementation of the City's CAP.

While the Parkview IS/MND did not analyze the potential contributions to global climate change by anticipated development on the project site, changes introduced by the proposed project and/or new circumstances relevant to the project would not, as compared to the Parkview IS/MND, result in a new significant impact or significant impacts that are substantially more severe than significant impacts previously disclosed. No new mitigation measures would be required. In addition, there is no new information of substantial importance showing that the proposed project would have one or more significant effects not previously discussed. Nor is there new information of substantial importance showing that mitigation measures considerably different from those analyzed in the Parkview IS/MND would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative. For these reasons, impacts from the proposed project that would contribute to global climate change would not require the preparation of a subsequent negative declaration or EIR.

VII. Transportation / Circulation

Roadway System

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

Interstate 5

Interstate 5 (I-5) is located immediately east of the project site. I-5 would provide the primary regional access to the project site. To the south, I-5 provides access to I-80, and continues into Sacramento's Central City. To the north, I-5 provides access to State Routes 70 and 90 (SR 70 and SR 90), and provides access to Sacramento International Airport. The project site is served by interchanges with I-5 at Arena Boulevard.

[24] City of Sacramento, 2015. *Sacramento 2035 General Plan Master Environmental Impact Report*. Certified March 3, 2015.

Interstate 80

Interstate 80 (I-80) is located south of the project site and provides an east-west connection between San Francisco and Reno, Nevada, extending further east to New Jersey. I-80 is accessible from I-5 to the south of the project site or from West El Camino Avenue, from El Centro Road, to the southwest from the project site.

Arena Boulevard

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

Duckhorn Drive

Duckhorn Drive is a north-south two-lane minor collector road, which parallels the west side of I-5. Duckhorn Drive extends from El Centro Road to San Juan Road. In the site vicinity, Duckhorn Drive has one travel lave in each direction with a center two-way-left-turn-lane (TWLTL), and bike lanes and sidewalks on both sides.

Far Niente Way

Far Niente Way is a local street that serves a residential neighborhood. It extends west from Duckhorn Drive for about 0.24 miles, before continuing to the south. Far Niente Way has one travel lane in each direction, and bike lanes and sidewalks on both sides.

Great Egret Way

Great Egret Way is a local street that serves a residential neighborhood. It extends west and northwest from Duckhorn Drive for about 0.22 miles to an intersection with Far Niente Way. Great Egret Way has one travel lane in each direction, and on-street parking and sidewalks on both sides.

Intersections and Roadway Segments

The Parkview IS/MND concluded, based on a traffic study prepared for the Parkview IS/MND, that impacts to intersections and roadway segments, would increase traffic volumes at study area intersections and roadway segments. As reviewed in the IS/MND, development of the project site would be consistent with the planned land use designation in the existing Sacramento 1988 General Plan and North Natomas Community Plan (May 3, 1994), for which the application of mitigation measures identified in the NNCP EIR would reduce potentially significant impacts to less-than-significant levels. These traffic mitigation measures included the installation of traffic signals at affected intersections, if increased traffic from project development would require the construction of new signalized intersections based on Caltrans signal warrants, which would be paid for by fair share funding mechanisms. Because the project analyzed in the Parkview

IS/MND was consistent with the certified planning documents and the funding mechanism to implement traffic mitigation measures were in place, the contribution of the traffic from the project analyzed in the Parkview IS/MND was considered less than significant.

The proposed project would develop approximately 368 apartment units on approximately 14.68 net acres, within the plan area analyzed in the Parkview IS/MND. The proposed project would provide vehicle access via two project driveways to Duckhorn Drive, configured as described in the Project Description. The vehicle access points would create a North Driveway and South Driveway.

A transportation analysis was prepared for the proposed project to evaluate potential impacts from the proposed project on roadways and pedestrian, bicycle, and transit facilities and circulation (see **Attachment 2**).[25] According to the Transportation analysis, the proposed project would generate approximately 2,741 average daily trips, 164 a.m. peak hour weekday trips, and 188 p.m. peak hour weekday trips.[26]

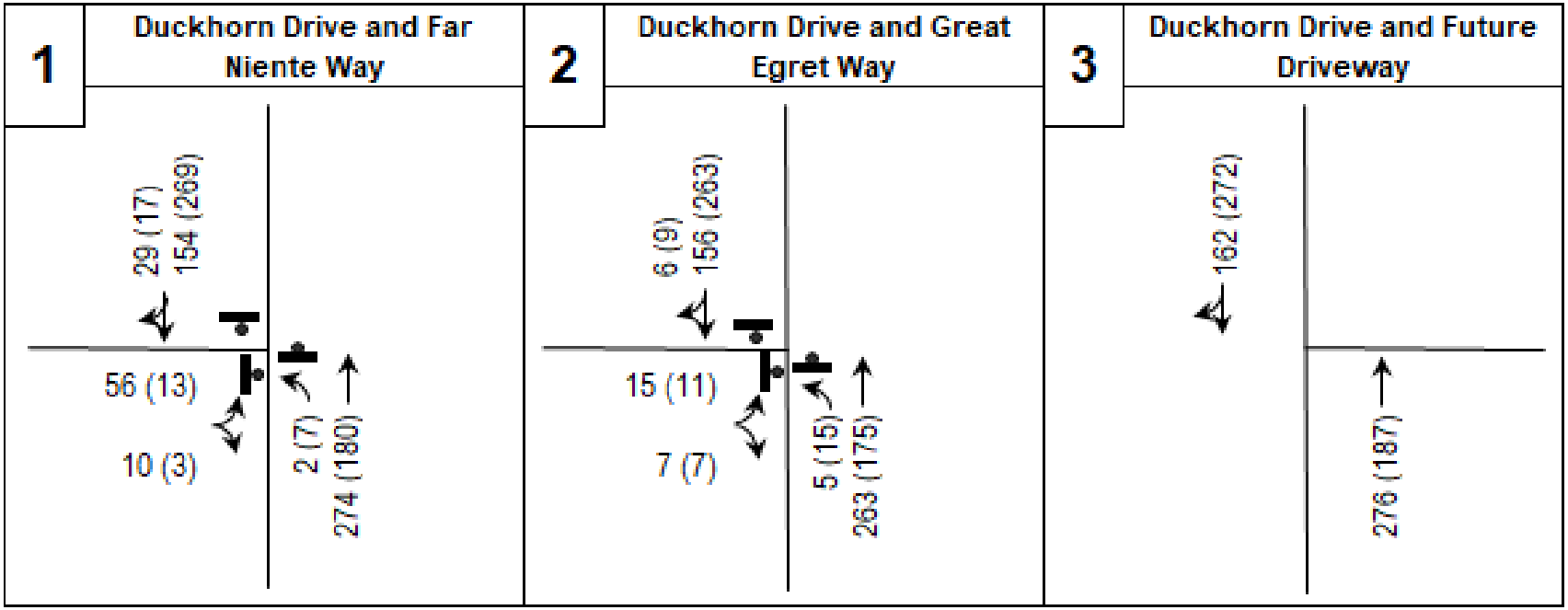
The Transportation Analysis compared the potential transportation impacts from the proposed project to existing conditions at three study intersections, including the Duckhorn Drive/Far Niente Way intersection, the Duckhorn Drive/Great Egret Way/Main Driveway (all-way stop control) intersection, and the Duckhorn Drive/North Driveway (two-way stop control) intersection. **Figure 11** shows the existing peak hour traffic volumes and geometry for analyzed area intersections, which currently operate at LOS B or better. The proposed project would add delays to existing baseline conditions at study area intersections. The Transportation Analysis modeled existing plus project turning movements at the study area intersections (see **Figure 12**) to determine impacts to LOS from the proposed project.

Table 3 compares existing and existing-plus-project intersection operating conditions at the two study intersections identified above.

As shown in Table 3, project area intersections would continue to operate at or above LOS B under existing plus project conditions. Therefore, the impact to level of service at project area intersections as a result of the proposed project would remain less than significant. With implementation of the roadway improvements proposed as part of the proposed project, acceptable LOS and traffic flow conditions would occur in the project vicinity during project construction and operations.

25 DKS Associates, 2018. *Draft Transportation Analysis, Duckhorn Apartments,* Prepared for the City of Sacramento. April 20, 2018. Page 15.

26 DKS Associates, 2018. *Draft Transportation Analysis, Duckhorn Apartments,* Prepared for the City of Sacramento. April 20, 2018. Page 15.



KEY

31 (27) = AM (PM) peak hour traffic volume

= Signalized intersection

= Intersection approach lane

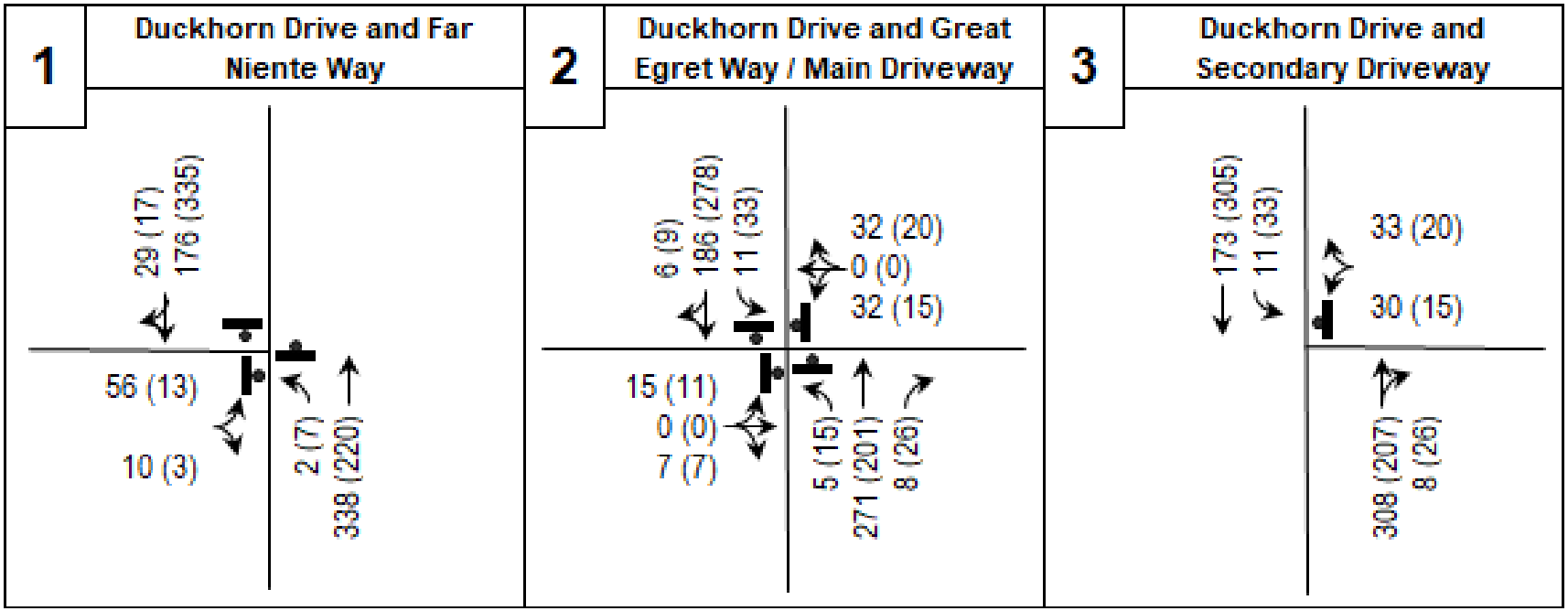
= Stop sign control

N St. & E St. = North-south street / east-west street

SOURCE: DKS, 2018

Duckhorn Natomas Residential Project

Figure 11
Existing Peak Hour Traffic Volumes and Geometry



KEY

31 (27) = AM (PM) peak hour traffic volume

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N St. & E St. = North-south street / east-west street

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SOURCE: DKS, 2018

Duckhorn Natomas Residential Project

Figure 12
Existing-Plus-Project Peak Hour Traffic Volumes and Geometry

ESA

TABLE 3
COMPARISON OF EXISTING AND EXISTING PLUS PROJECT INTERSECTION OPERATING CONDITIONS

Intersection	Existing				Existing Plus Project			
	A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
	Delay (Seconds)	LOS	Delay (Seconds)	LOS	Delay (Seconds)	LOS	Delay (Seconds)	LOS
1. Duckhorn Drive and Far Niente Way (all-way stop control)	9.6	A	9.1	A	10.5	B	9.9	A
- Northbound Left Turn	8.1	A	8.0	A	8.1	A	8.1	A
- North bund Through	10.4	B	8.9	A	11.6	B	9.5	A
- Southbound	8.7	A	9.3	A	9.1	A	10.3.	B
- Eastbound	8.6	A	8.2	A	8.9	A	8.4	A
2. Duckhorn Drive and Great Egret Way / Main Driveway (all-way stop control)	9.2	A	9.0	A	9.8	A	9.9	A
- Northbound Left Turn	7.9	A	8.1	A	8.2	A	8.3	A
- Northbound Through Right	9.8	A	8.9	A	10.6	B	9.7	A
- Southbound Left	-	-	-	-	8.3	A	8.4	A
- Southbound Through/Right	8.4	A	9.2	A	9.5	A	10.6	B
- Eastbound	8.0	A	8.0	A	8.4	A	8.4	A
- Westbound	-	-	-	-	8.4	A	8.3	A
3. Duckhorn Drive and North Driveway (two-way stop control)	-	-	-	-	1.4	A	1.1	A
- Southbound Left	-	-	-	-	7.9	A	7.8	A
- Westbound	-	-	-	-	11.1	B	10.6	B

Source: DKS Associates, 2018

The proposed project would not alter the impacts to project area intersections relative to those discussed in the Parkview IS/MND. Changes introduced by the proposed project and/or new circumstances relevant to the project, as compared to the Parkview IS/MND, would not result in a new significant impact or significant impacts that are substantially more severe than significant impacts previously disclosed. In addition, there is no new information of substantial importance showing that the proposed project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the Parkview IS/MND. Nor is there new information of substantial importance showing (i) that mitigation measures or alternatives previously found not to be feasible would in

fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents declined to adopt the mitigation measure or alternative or (ii) that mitigation measures or alternatives considerably different from those analyzed in the previous Parkview IS/MND would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative. For these reasons, impacts to project area intersections from the proposed project would not require the preparation of a subsequent negative declaration or EIR.

Pedestrian and Bicycle Circulation

Analysis of impacts to pedestrian and bicycle circulation in the Parkview IS/MND at the project site determined that the Parkview project would not result in hazards or barriers for pedestrians or bicyclists.

The proposed project would not adversely affect existing or planned bicycle facilities. The proposed project would maintain the pedestrian and bicycle facilities along Duckhorn Drive. Where driveways or curb cuts would be constructed to provide vehicular access to implement required roadway improvements, crosswalks, lane stripes, and other markers would be installed, consistent with City guidelines, to mark the continued routes of the bicycle and pedestrian facilities. The proposed project would add new stop-controlled intersections, at project driveways, that would include crosswalks and related improvements to pedestrian facilities. In addition, the proposed project would include the construction of a pedestrian/bicycle path along the northern perimeter of the project site, that would provide connectivity between Duckhorn Drive and a planned pedestrian/bicycle path beyond the eastern perimeter of the project site. The proposed project would also construct a pedestrian/bicycle path along the southern perimeter of the project site between the planned pedestrian/bicycle path beyond the eastern boundary of the project site and the southwest corner of the project site, where it is anticipated that future development would establish a connection between the proposed pathway and Duckhorn Drive. Thus, the proposed project would maintain existing pedestrian and bicycle facilities, while adding additional pedestrian and bicycle facilities to the City's bicycle transportation network. Therefore, the proposed project would have a less-than-significant impact on pedestrian and bicycle circulation.

The proposed project would not alter the impacts to pedestrian and bicycle circulation relative to those discussed in the Parkview IS/MND. Changes introduced by the proposed project and/or new circumstances relevant to the project would not, as compared to the Parkview IS/MND, result in a new significant impact or significant impacts that are substantially more severe than significant impacts previously disclosed. In addition, there is no new information of substantial importance showing that the proposed project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the Parkview IS/MND. Nor is there new information of substantial importance showing (i) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects

of the project, but the project proponents declined to adopt the mitigation measure or alternative or (ii) that mitigation measures or alternatives considerably different from those analyzed in the Parkview IS/MND would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative. For these reasons, impacts to project area pedestrian and bicycle circulation from the proposed project would not require the preparation of a subsequent negative declaration or EIR.

Transit

Analysis in the Parkview IS/MND concluded that the Parkview project would not conflict with adopted policies supporting alternative transportation, including transit services. The proposed project would not adversely affect public transit operations. The project would not modify or impede any existing or planned transit facilities or routes. For these reasons, the proposed project would not alter the impacts to transit relative to those discussed in the Parkview IS/MND. Changes introduced by the proposed project and/or new circumstances relevant to the project would not, as compared to the Parkview IS/MND, result in a new significant impact or significant impacts that are substantially more severe than significant impacts previously disclosed. In addition, there is no new information of substantial importance showing that the proposed project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the Parkview IS/MND. Nor is there new information of substantial importance showing (i) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents declined to adopt the mitigation measure or alternative or (ii) that mitigation measures or alternatives considerably different from those analyzed in the Parkview IS/MND would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative. For these reasons, impacts to transit from the proposed project would not require the preparation of a subsequent negative declaration or EIR.

Other Transportation Impacts

The Parkview IS/MND evaluated other potential impacts including determining that the Parkview project would not result in inadequate emergency access or access to nearby uses. The proposed Parkview PUD project would also not result in rail, waterborne, or air traffic impacts. As with the Parkview PUD project, the proposed project would not impede emergency access to nearby uses and on-site emergency access would be provided via Knox keys located at vehicle gates. The proposed project is not located in the vicinity of rail or waterborne transportation uses and would have no impacts on those transportation uses. The project site is near the Sacramento International Airport. However, the proposed project would construct buildings that would be approximately 40 feet above ground level, at the tallest point, which would not interfere with air traffic. For these reasons described above, proposed project would not alter the impacts to rail, waterborne, or air traffic, relative to those discussed in the Parkview IS/MND. Changes

introduced by the proposed project and/or new circumstances relevant to the project would not, as compared to the Parkview IS/MND, result in a new significant impact or significant impacts that are substantially more severe than significant impacts previously disclosed. The applicant will provide a construction traffic control plan per City Code section 12.20.030 to the satisfaction of the City Traffic Engineer. In addition, there is no new information of substantial importance showing that the proposed project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the Parkview IS/MND. Nor is there new information of substantial importance showing (i) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents declined to adopt the mitigation measure or alternative or (ii) that mitigation measures or alternatives considerably different from those analyzed in the Parkview IS/MND would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative. For these reasons, impacts to rail, waterborne, and air traffic from the proposed project would not require the preparation of a subsequent negative declaration or EIR.

VIII. Biological Resources

As described in Parkview IS/MND, the project site is located within the Natomas Basin, east of the Sacramento River and north of the American River. A field assessment was conducted on October 1 and 4, 2001 to characterize the biological resources context of the project area. The Parkview IS/MND analyzed potential impacts of development on biological resources within the 242.6-acre project area and concluded that with incorporation of mitigation measures, development of the project site would result in less-than-significant impacts to biological resources.

The area surrounding the project site is developed and includes I-5, Arena Boulevard, Duckhorn Drive, San Juan Road, commercial buildings, and single-family residences. These developed areas primarily consist of small ornamental trees and irrigated turf grass along with weedy annual vegetation similar to those identified within the project site. A drainage ditch is located on the eastern boundary of the project site parallel to I-5.

The project site is within the coverage area and subject to the requirements of the Natomas Basin Habitat Conservation Plan (NBHCP), which is designed to provide mitigation for basin-wide mitigation for impacts to protected species and habitat, for participating properties. The proposed project is in compliance with Mitigation Measure 7-1 of the Parkview IS/MND, which requires payment of NBHCP development fees. While no development has occurred on the project site, NBHCP fees were collected in 2002.[27]

The Parkview IS/MND analyzed potential impacts to five special-status species: valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*), western burrowing owl

[27] City of Sacramento, 2013. HCP Fees Paid and Grading Permit Status. Available: http://www.cityofsacramento.org/-/media/Corporate/Files/CDD/Natomas/HCP-fees-paid-2013.pdf?la=en. Accessed June 23, 2018.

(*Athene cunicularia*), mountain plover (*Charadrius montanus*), giant garter snake (*Thamnophis gigas*), and Swainson's hawk (*Buteo swainsoni*). In addition, raptor species (birds of prey) were also considered due to presence of suitable habitat in the project area and surrounding vicinity.

Blue elderberry shrubs suitable for valley elderberry longhorn beetle were observed within the project study area during the survey conducted in 2001. However, no valley elderberry longhorn beetles were present. Additionally, all elderberry shrubs were to be removed during construction of the Parkview project. The formal survey conducted in 2001 verified that the project site provided potential foraging habitat for the western burrowing owl. However, no burrowing owls were observed with the project study area. The project study area is with the known range of the mountain plover and provides potential foraging habitat for this species during the winter. However, the mountain plover was not observed during the 2001 field survey. No giant garter snakes were found in the project area during a formal survey conducted in 2001. Additionally, the project site at the time was determined to represent unsuitable habitat for this species. Swainson's hawk is known to occur in the vicinity of the project area and may utilize the annual grassland habitat within the project area for foraging and the project site provides potential nesting habitat for this species. However, implementation of the NBHCP provisions and required mitigation fees for the special status species would reduce potential impacts to these species to a less-than-significant level. Therefore, with incorporation of Mitigation Measure 7-1 through 7-8, the Parkview IS/MND considered impacts to special-status species to be less than significant.

As analyzed in the Parkview IS/MND, the project area contained one tree that qualified for protection under the City of Sacramento Heritage Tree Ordinance. However, with incorporation of Mitigation Measure 7-7 of the Parkview IS/MND, project related impacts to the tree would be considered less than significant.

ESA conducted a biological survey of the project site on June 21, 2018 to identify current conditions and biological resources present onsite. Since the surveys conducted in October 2001, the site remains undeveloped. The project site currently supports non-native ruderal vegetation, and appears to be routinely tilled. No special-status species, including those originally identified and discussed in the Parkview IS/MND, were observed. No active nests belonging to migratory bird species or raptors protected by the California Fish and Game Code were observed. No new sensitive habitats were observed.

Development of the project site would include conversion of potential foraging habitat for Swainson's hawk, mountain plover, western burrowing owl, and other raptor species that frequently utilize the project area, to urbanized uses. This impact would be potentially significant. However, with the implementation of Mitigation Measures 7-1 through 7-8 from the Parkview IS/MND, impacts to habitat from the proposed project would be mitigated through the implementation of the NBHCP to less-than-significant levels.

Project impacts would not significantly change from the previous analysis in the Parkview IS/MND. No new or significant resources not previously identified were observed during the recent survey of the proposed project site. Thus, relative to the originally-proposed project analyzed in the Parkview IS/MND, the proposed project would not be a substantial change, requiring major revisions to the biological resources analysis in the Parkview IS/MND. In addition, substantial changes to the circumstances relating to biological resources under which the proposed project would be undertaken, have not occurred. The proposed project would not have more significant effects that were not discussed in the Parkview IS/MND or increase the severity of impacts discussed therein. Under existing conditions, the proposed project would not make feasible, mitigation measures that were found to be infeasible in the Parkview IS/MND. Further, there are no mitigation measures that were not considered in the Parkview IS/MND, that would more substantially reduce potential effects of the proposed project on biological resources. For these reasons, impacts to biological resources from the proposed project would not require the preparation of a subsequent negative declaration or EIR.

IX. Hazards and Hazardous Materials

Exposure to and Accidental Release of Hazardous Substances

The Phase I Environmental Site Assessment prepared for the Parkview IS/MND concluded that there was no evidence of significant hazardous materials contamination on or within one-half mile of the proposed project site.[28]

As historic buildings which may have contained asbestos and lead-based paint had already been demolished and removed from the larger Parkview project site prior to the preparation of the Parkview IS/MND, there is little risk of potential exposure to these hazardous materials. However, adherence to the requirements relating to the regulation and abatement of, protection from, and exposure to asbestos and lead, would further minimize this risk. These regulations include: asbestos guidelines embodied in Part 61, Subpart M of the Code of Federal Regulations; the US Department of Housing and Urban Development lead exposure guidelines; hazardous materials use regulations from the California Occupational Safety and Health Administration (Cal/OSHA); Construction Safety Orders 1529 and 1532.1 from Title 8 of the California Code of Regulations, pertaining to asbestos and lead, respectively; and Rule 902 of the Sacramento Metropolitan Air Quality Management District, which concerns asbestos abatement (Master EIR, page 4.6-5).

In the Parkview IS/MND, two agency-listed facilities with known incidences of subsurface contamination were identified near the project site: Natomas Airport and Elixir Industries. While neither site had undergone remediation at the time the Parkview IS/MND was prepared, the proposed project site was upgradient from the identified facilities, and no

[28] Wallace – Kuhl and Associates, Inc., 1998. Environmental Site Assessment Pacific Central Properties II, page 22. As cited in City of Sacramento, 2001. Initial Study and Mitigated Negative Declaration for Parkview (P00-022/P00-023). December.

known regional hazardous material impairment to groundwater quality in the area was identified. As a result, the Parkview IS/MND concluded that these facilities did not represent a significant impact for potential exposure to hazardous substances. The Natomas Airport no longer operates as an airport and, while designated as a Department of Toxic Substances Control (DTSC) cleanup site for voluntary cleanup, a hazardous materials database search did not identify any active cleanup sites on the property.[29,30,31,32] Cleanup at the Elixir Industries site was identified in the database search as having been completed.[33]

The Parkview IS/MND also suggested that construction of the originally-proposed project could lead to the accidental release of hazardous substances used in operation of construction equipment, resulting from construction activities or materials, and/or arising from operation of the land uses for which the project was intended. However, due to the net acreage of the proposed development, the proposed project is subject to the Sacramento City Code and to the NPDES permit program. Titles 8.60 (Hazardous Material Cleanup) and 8.64 (Hazardous Materials Disclosure) of the Sacramento City Code establish parameters for the safe handling of hazardous materials to limit the risk of public exposure, while the NPDES permit program regulates point-source pollutant discharge. As discussed in the Parkview IS/MND, ground disturbing activities occurring as a result of the proposed project would require the granting of an NPDES permit from CVRWQCB and would require adherence to best management practices (BMPs) for hazardous material spill prevention and cleanup as established in the associated SWPPP.

The originally-proposed project as analyzed by in the Parkview IS/MND did not anticipate the storage of toxic or flammable materials on the project site during the project operations, but the Parkview IS/MND suggested a potential risk associated with the storage of hazardous chemicals due to land use designations which permitted development for retail and light industrial uses. However, storage of hazardous materials or chemicals in large quantities is not generally associated with residential development. Therefore, the change in the proposed project to encompass purely residential uses suggests that hazardous materials would not be used, stored, or transported in ways that present a danger to public safety during construction or operation of the proposed project.

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29 California State Water Resources Control Board, 2018. Geotracker Database. Natomas Air Park Parcels 15, 18 (SL186463790), 3801 Airport Road, Sacramento, CA 95834. Available: https://geotracker.waterboards.ca.gov/profile_report.asp?global_id=SL186463790. Accessed July 2, 2018.

30 California State Water Resources Control Board, 2018. Geotracker Database. Natomas Air Park Parcels 14, 28, 30 (SL186373608), 3801 Airport Road, Sacramento, CA 95834. Available: https://geotracker.waterboards.ca.gov/profile_report.asp?global_id=SL186373608. Accessed July 2, 2018.

31 California State Water Resources Control Board, 2018. Geotracker Database. Natomas Air Park Parcel 32 (SL186443614), 3801 Airport Road, Sacramento, CA 95834. Available: https://geotracker.waterboards.ca.gov/profile_report.asp?global_id=SL186443614. Accessed July 2, 2018.

32 California State Water Resources Control Board, 2018. Geotracker Database. Sacramento Aero Services, Inc. (T0606700952), 3801 Airport Road, Sacramento, CA 95834. Available: https://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0606700952. Accessed July 2, 2018.

33 California State Water Resources Control Board, 2018. Geotracker Database. Elixir Industries (T0606700172), 3321 Airport Road, Sacramento, CA 95834. Available: https://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0606700172. Accessed July 2, 2018.

The use of such materials would comply with the municipal, state, and local regulations and restrictions implemented through the Sacramento 2035 General Plan, as well as 29 CFR 1910 Subpart H of the Federal Occupational Safety and Health Administration (Fed/OSHA) regulations, which pertain to the treatment of hazardous materials. Compliance with those regulations would render the impact of hazardous materials risks related to construction and operation of the proposed project less than significant. No new mitigation measures would be required.

Contaminated Soil or Groundwater

Although the Phase I Environmental Site Assessment prepared for the Parkview IS/MND did not analyze soils sampled at the proposed project site, comparable sampling was conducted at various California Central Valley agricultural sites, including locations within North and South Natomas, which shared a common agricultural history with the proposed site. This sampling revealed low to non-detectable levels concentrations of persistent residual organochlorine pesticides, such as DDT. The Phase I ESA conducted for the Parkview project concluded that as none of the results of their prior soil sampling within Natomas exceeded the health-based or hazardous waste criteria for unrestricted future development, further assessment of the property pertaining to persistent residual pesticides was unnecessary. The assessment found no evidence of significant hazardous materials contamination on or within one-half mile of the proposed project site, and as the site has remained vacant since the creation of the River View/Parkview PUD, it is unlikely that construction activities such as grading and excavation will present the potential for hazardous exposure to these persistent residual pesticides.

The Parkview IS/MND suggested the possibility of an unidentified septic system occurring on the proposed project site. A hazardous materials database search identified one permitted underground storage tank (UST) in the vicinity of the proposed project site; however, the UST is not located within 0.5 miles of the proposed site.[34] Should an unidentified septic system be encountered, compliance with Sacramento County standards as established by the Sacramento County Environmental Management Department (SCEMD) and with the hazardous waste regulations for tank management established by the DTSC in Title 22, Division 4.5 (22 CA ADC § 37383.1-5) of the California Code of Regulations, if necessary, would minimize the risk of potential groundwater or soil contamination.

A hazardous waste database search conducted on June 27, 2018 found six cleanup sites within 0.75 miles of the proposed project site, four of which are located within the vicinity of the Natomas Airport property identified in the Phase I Environmental Site Assessment. One of these sites is a leaking underground storage tank (LUST) cleanup site which has completed remediation; the case is considered closed. The other three sites at the

34 California State Water Resources Control Board, 2018. Geotracker Database. State of California Central Plant Block 261 (T0606794060), 625 Q Street, Sacramento, CA 95814. Available: https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=38.636771%2C+-121.524458. Accessed June 27, 2018.

property are cleanup program sites, two of which have completed remediation and are closed cases; the third site case which has undergone remediation remains open and inactive. The other two sites identified by the search are both LUST cleanup sites which have completed remediation; these cases are closed.[35] However, none of these cleanup sites is located within 0.5 miles of the proposed project site, and a review of the Cortese List conducted on June 27, 2018 similarly yielded no active sites on or within 0.5 miles of the proposed project site.[36,37] Thus, changes introduced by the proposed project would not, as compared to the Parkview IS/MND, result in new significant impacts relating to contaminated soil or groundwater. No new mitigation measures would be required.

Emergency Response and Evacuation Plans

As analyzed in the Parkview IS/MND, development of the proposed project site for uses permissible by the EC-MR land use designation would not involve potential interference with an emergency response plan or emergency evacuation plan. The proposed project would develop a portion of the originally-proposed site, on a similar but smaller scale to the development analyzed in the Parkview IS/MND. As development would not require substantial or permanent road closures which might affect implementation of an emergency response or evacuation plan, the proposed project impact would remain less than significant. No new mitigation measures would be required.

Fire Hazards

Impacts related to fire hazards resulting from development were analyzed in the Parkview IS/MND, which determined that the originally-proposed project would not increase fire hazards in areas with flammable brush, grass, or trees. The proposed project would be subject to similar conditions and a similar risk of fire hazards arising as a result of construction activities. The Parkview IS/MND determined that while the originally-proposed project did not plan to store flammable materials on the project site, it was possible that industrial uses which could be developed under the EC-50 zoning designation could involve potentially flammable substances. However, given the change in intended development use introduced by the proposed project to entirely residential with an EC-MR land use designation, this risk is not substantial because only substances used for household use would be anticipated onsite. The risk would be further minimized by compliance with regulations established by 29 CFR 1910 Subpart H, Sacramento City Code Title 8.64, and Sacramento City Code Title 15.36 (Fire Code), which regulates projects such that adequate safety for building occupants and response by the fire

35 California State Water Resources Control Board, 2018. Geotracker Database. State of California Central Plant Block 261 (T0606794060), 625 Q Street, Sacramento, CA 95814. Available: https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=38.636771%2C+-121.524458. Accessed June 27, 2018.

36 California State Water Resources Control Board, 2018. Geotracker Database. State of California Central Plant Block 261 (T0606794060), 625 Q Street, Sacramento, CA 95814. Available: https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=38.636771%2C+-121.524458. Accessed June 27, 2018.

37 U.S. Department of Toxic Substances Control, 2018. Envirostor Database. California Department of Toxic Substances Control. DTSC's Hazardous Waste and Substances Site List – Site Cleanup (Cortese List). Available: https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=38.636771%2C+-121.524458. Accessed June 27, 2018.

department is ensured. For these reasons, impacts for fire hazards would be less than significant and no new mitigation measures would be required.

Conclusion

Impacts for the proposed project relating to hazards and hazardous materials would not be altered significantly from the conclusions of the Parkview IS/MND analysis. The proposed project would not introduce significant impacts beyond those discussed in the Parkview IS/MND, and no additional mitigation measures would be required that were not previously introduced. Compliance with the various municipal, federal, and state guidelines pertaining to the regulation of, protection from, and exposure to hazardous materials reduces the impact of these substances resulting from development to less than significant. Therefore, impacts relating to hazards or hazardous materials which result from the proposed project would not require the preparation of a subsequent negative declaration or EIR.

X. Noise

Construction

As presented in Section 9 of the Parkview IS/MND, construction of the anticipated development within the project area would add to the noise environment in the immediate project vicinity. However, the Parkview IS/MND concluded that because construction activities would be temporary in nature occurring within the hours of operation specified in the City of Sacramento municipal code, development of the project area would result in a less-than-significant impact for construction noise.

Construction activity for the proposed project would be limited to the times of day allotted for construction noise by City municipal code. While the specific number and type of construction vehicles required to construct the proposed project is not known, it is anticipated that they would be similar to the equipment and activities necessary to construct the commercial uses assessed under the project analyzed in the Parkview IS/MND. Since construction of the proposed project would remain within the allowed hours specified in the City's municipal code and use similar construction equipment already anticipated and analyzed in the Parkview IS/MND, the proposed project would not result in new significant impacts or a substantial increase in severity of significant impacts.

Operational

The Parkview IS/MND found that the originally-proposed development, including the residential development and the employment center development, would increase traffic noise levels along roadway segments that would serve the project site. Using traffic noise prediction equations developed by the Federal Highway Administration (FHWA), the Parkview IS/MND evaluated traffic noise levels along San Juan Road and El Centro Road under existing (2001) and future (2016) conditions. The traffic analysis reported in the

Parkview IS/MND concluded that the project would not increase traffic noise level greater than 3 decibels (dB) and concluded that the impact related to long-term traffic noise increase would be less than significant.

Since the publication of the Parkview IS/MND, the previously proposed commercial uses would be replaced by multi-family uses, which would result in a change in vehicle trips from the project site. Using algorithms from the FHWA's Traffic Noise Model Technical Manual and the estimated project traffic volumes provided in the *Duckhorn Apartments Transportation Analysis Report* by DKS,[38] traffic noise levels were estimated for roadway segments near the project site under Existing and Existing Plus Project conditions.[39] The segments analyzed and the associated results of the modeling are shown in **Table 4**. As shown in Table 4, sensitive receptors adjacent to roadway segments affected by the proposed project would not be exposed to traffic noise levels that would exceed the incremental traffic noise increase standards identified in the City of Sacramento General Plan Policy EC 3.1.2. Therefore, the proposed project would not generate a substantial increase in traffic noise levels in excess of standards established in the local general plan or noise ordinance and would not result in new significant impacts or a substantial increase in severity of significant impacts.

TABLE 4
TRAFFIC NOISE LEVELS ALONG STREETS
UNDER EXISTING AND EXISTING PLUS PROJECT CONDITIONS

Roadway Segment	Traffic Noise Level 100 feet from Center of Roadway, dBA, L_{dn}[1]			
	Existing	Existing plus Project	Incremental Increase	Exceed 60 $dBAL_{dn}$?[2]
Duckhorn Drive, north of Far Niente Way	59	59	0	No
Duckhorn Drive, from Far Niente Way to Great Egret Way	58	59	1	No
Duckhorn Drive, from Great Egret Way to Future Secondary (north) Driveway	58	59	1	No
Duckhorn Drive, south of Future Main (south) Driveway	58	59	1	No
Far Niente Way, west of Duckhorn Drive	52	52	0	No
Great Egret Way, west of Duckhorn Drive	48	48	0	No

NOTES:
1. Noise levels were determined using methodology described in FHWA's Traffic *Noise Model Technical Manual* and traffic volumes provided in the *Duckhorn Apartments Transportation Analysis Report by DKS (DKS, 2018).*
2. Existing land uses exposed to traffic noise that result in a noise increase greater than what is allowed in the City of Sacramento General Plan Policy EC 3.1.2 is considered a significant impact.

38 DKS Associates, 2018. *Draft Transportation Analysis, Duckhorn Apartments,* Prepared for the City of Sacramento. April 20, 2018.

39 DKS Associates, 2018. *Draft Transportation Analysis, Duckhorn Apartments,* Prepared for the City of Sacramento. April 20, 2018.

The Parkview IS/MND concluded that the then proposed residential uses would be exposed to traffic noise from vehicular traffic along I-5 that would exceed local noise standards. To reduce traffic noise exposure noise levels at these residences, the Parkview IS/MND recommended implementation of Mitigation Measure 9-1, which required the applicant to construct a series of noise barriers between onsite residences and I-5. Since the publication of the Parkview IS/MND, the then-proposed residential development portion of the project has been fully built-out and the noise barriers required under Mitigation Measure 9-1 have been constructed.

Under the proposed project, new residences would be placed approximately 180 feet from the outer edge of I-5, at the nearest residences to I-5. According to roadway noise contours contained in the Sacramento 2035 General Plan Master EIR, the new residences would be exposed to traffic noise along I-5 that would exceed 70 dBA L_{dn}.[40]

Since publication of the Parkview IS/MND, the California Supreme Court found that "agencies subject to CEQA generally are not required to analyze the impact of existing environmental conditions on a project's future users or residents." In *California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal. 4th 369, the Supreme Court explained that an agency is only required to analyze the potential impact of such hazards on future residents if the project would exacerbate those existing environmental hazards or conditions. CEQA analysis is therefore concerned with a project's impact on the environment, rather than with the environment's impact on a project and its users or residents. Thus, with respect to vehicular traffic along I-5, the City is not required to consider the effects of bringing a new population into an area where such noise levels exist, because the projects would not significantly increase or otherwise affect traffic volumes along I-5 that would result in an increase in noise levels. Therefore, future noise affects as a result of placing new residences near I-5 is not assessed further.

The differences in noise impacts of the proposed project, relative to those discussed in the Parkview IS/MND, would not be changed as no additional noise-generating uses or new sources of noise are proposed. Changes introduced by the proposed project and/or new circumstances relevant to the proposed project would not, as compared to the Parkview IS/MND, result in a new significant impact or significant impacts that are substantially more severe than significant impacts previously disclosed. No new mitigation measures would be required. In addition, there is no new information of substantial importance showing that the project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the Parkview IS/MND. Nor is there new information of substantial importance showing (i) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative or (ii) that mitigation measures or alternatives considerably different from those analyzed in the previous

[40] City of Sacramento, 2015. *Sacramento 2035 General Plan Master Environmental Impact Report*. Certified March 3, 2015.

Parkview IS/MND would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative. For these reasons, impacts related to noise from the proposed project would not require the preparation of a subsequent negative declaration or EIR.

XI. Public Services

The Public Services section of the Parkview IS/MND described existing public services for the larger Parkview Development project site. Therefore, potential impacts related to public services arising from the anticipated development of the project site were also discussed within the Parkview IS/MND. The Parkview IS/MND analysis determined that the anticipated development at the project site would result in less-than-significant impacts to public services for law enforcement, fire protection, schools, maintenance of public facilities, and other governmental facilities as the required public services for the project area were anticipated within the 1994 NNCP, as well as the 1988 Sacramento General Plan. The costs associated with operating and maintaining these services were accounted for in the Parkview IS/MND through requisite participation in the North Natomas Financing Plan.[41] An increased Public Facilities Fee for areas zoned EC-50-PUD was implemented under adoption of the North Natomas Nexus Study and Financing Plan 2008 Update (Resolution No. 2009-341).

As reviewed in the Parkview IS/MND, development of the project site would be consistent with the planned land use designations in place at the time the Initial Study was prepared, including the Sacramento 1988 General Plan and NNCP (May 3, 1994). In addition, the proposed project is subject to the NNCP, zoning regulations, and PUD policies that were in force prior to the March 3, 2009 adoption of the current 2035 General Plan. This is based on the development agreement that was executed at time of project approval. The Development Agreement remains in force, and provides that the PUD and development policies originally included in each policy subsection of the 1994 NNCP, as well as the 1988 Sacramento General Plan and which were analyzed in the Initial Study, are to remain the applicable standards for the proposed project.

As previously mentioned, the Parkview IS/MND determined that, at full buildout, development could lead to a population increase of 3,952 people. The analysis also noted that such a population increase would be in line with the future development that had been anticipated in the NNCP. As part of the analysis provided in the Parkview IS/MND, 326 dwelling units were assumed for development on roughly the same 14.68 net acres of Employment Center land use designated in the NNCP. The Parkview IS/MND analysis assumed that this type of development would generate a population increase of roughly 502 people.

The proposed project would provide 368 dwelling units on 14.68 acres of the Employment Center land use, therefore, the overall increase in assumed development would be an

[41] City of Sacramento, 2009. City of Sacramento Website: Resolution 2009-341, Adopting the 2008 Update. Available: https://www.cityofsacramento.org/Community-Development/Planning/Natomas. Accessed June 25, 2018.

increase of 42 dwelling units from the prior analysis. Using that same analysis and the provided population generation rate as utilized for the Parkview IS/MND, this increase in dwelling units would roughly add to the estimated population by 65 people, an increase of less than two percent of the overall assumed population analyzed for the Parkview IS/MND.

Police Protection

Police protection services to the project site are provided by the Sacramento City Police Department (SPD). The project area is serviced by the William J. Kinney Police Facility, operating at 3550 Marysville Boulevard, approximately 8.1 miles east of the project site. In addition to the SPD, the Sacramento County Sheriff's Department, California Highway Patrol (CHP), UC Davis Police Department, and the Regional Transit Police Department aid the SPD to provide protection for the City. This remains consistent with the police protection services analyzed in the Parkview IS/MND.

As noted in the Parkview IS/MND, the NNCP states that a police protection service standard of 1.60 police officers per 1,000 residents and 1.0 non-sworn personnel for every 1.60 police officers. With an increase in the assumed population from that analyzed in the IS/MND, a difference of 65 people, the changes to police staffing necessary to serve the proposed project would be negligible and would not require the construction of additional police facilities. Therefore, similar to the impacts analyzed in the Parkview IS/MND, impacts to police protection from the proposed project would be less than significant.

Fire Protection

Fire protection and emergency medical services to the project area are provided by the Sacramento Fire Department (SFD). As analyzed in the Parkview IS/MND, service to the project site would be provided by the following stations:

- Station 43, located at 4201 El Centro Road, approximately 1.4 miles northwest of the project site;
- Station 30, located at 1901 Club Center Drive, approximately 4.2 miles northeast of the project site;
- Station 18, located at 746 N. Market Boulevard, approximately 3.4 miles east of the project site; and
- Station 15, located at 1591 Newborough Drive, approximately 4.6 miles southeast of the project site.

The proposed project would be served by the same SFD locations, which already serve the project site. Construction of the proposed project would not require the construction of new SFD facilities to serve the proposed project. For this reason, impacts to fire protection services from the proposed project, would remain less than significant, as described in the Parkview IS/MND.

Schools

As described in the Parkview IS/MND, the Natomas Unified School District provides services to the project site. As specified for the proposed project site, using the Natomas Unified School Districts School Locator application, the applicable elementary, middle, and high schools to serve the proposed project would be Witter Ranch Elementary School, Natomas Middle School, and Inderkum High School, respectively.

While the analysis in the Parkview IS/MND noted that the River View/Parkview PUD project would increase demand for schools, all development in North Natomas is subject to participation in the North Natomas Financing Plan. The analysis in the Parkview IS/MND also noted that a proposed project, prior to approval of any rezoning or land use entitlements for any residential land use within the NNCP area, the applicant shall enter into an agreement with the appropriate school districts, which will ensure the provision of adequate school facilities to serve the residential dwelling units when needed.

The proposed project would construct 368 dwelling units, a difference of 42 dwelling units from the 326 assumed in the prior Parkview IS/MND analysis. The NNCP provided student generation factors for grades K-12. **Table 5** illustrates the estimated increase in student population from the proposed project as compared to the previous Parkview IS/MND analysis. Based on the NNCP Student Generation factors, the proposed project would differ by roughly 16 additional students, dispersed across all grades, from the analysis conducted in the Parkview IS/MND. The increase in the number of students generated would be nominal. Therefore, the proposed project would not alter the impacts to public services disclosed in the analysis presented in the Parkview IS/MND, because the project would not significantly contribute to the demand for school services.

TABLE 5
STUDENT GENERATION ESTIMATES

Grade	NNCP Student Generation Factors	Parkview IS/MND Student Generation	Proposed Project Student Generation	Estimated Number of Additional Students
K-6	0.20	65	74	9
7-8	0.08	26	30	4
9-12	0.069	23	26	3

Source: NNCP 2015, EdData 2018.[42]

The changes of the proposed project, relative to the anticipated development of the project site analyzed in the Parkview IS/MND, would not alter the impacts to public services relative to those discussed in the Parkview IS/MND, as only minor additional demand for these services would be created. Changes introduced by the proposed project and/or new circumstances relevant to the project would not, as compared to the

[42] Natomas Unified School District. Enrollment Data. http://www.ed-data.org/district/Sacramento/Natomas-Unified. Accessed June 2018.

Initial Study, result in new significant impacts that are substantially more severe than significant impacts previously disclosed. No new mitigation measures would be required. In addition, there is no new information of substantial importance showing significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the Parkview IS/MND. Further, there are no mitigation measures that were not considered in the Parkview IS/MND, that would more substantially reduce the potential effects of the proposed project on public services. For these reasons, impacts related to public services from the proposed project would not require the preparation of a subsequent negative declaration or EIR.

XII. Utilities / Service Systems

Local or Regional Water Supplies

The Parkview IS/MND determined that the Parkview project would have a less-than-significant impact related to water supply. As described above, the proposed project would be comprised of 368 apartment units on approximately 14.68 acres of land under the Employment Center Mid-Rise (EC-MR) land use designation. The EC-MR land use designation was analyzed as having a demand factor of 0.19 acre-feet per dwelling unit, generating a total water demand of approximately 69.92 acre-feet per year (see **Table 6**).

TABLE 6
DUCKHORN NATOMAS RESIDENTIAL PROJECT DEMAND UNDER EXISTING ZONING SCENARIO

Existing Zoning Designation	Number Dwelling Units	UWMP Water Demand Factors (afy/dwelling unit)	Demand (afy)
EC-MR	368	0.19	69.92

Source: ESA, 2018

Since adoption of the Parkview IS/MND, the City has adopted the 2035 General Plan and two Urban Water Management Plans (UWMPs), the most recent 2015 UWMP was adopted by the City Council on June 21, 2016.[43] The 2015 UWMP is based on the development assumptions in the 2035 General Plan. The 2015 UWMP concluded that the City would have adequate water supply to serve the total anticipated demand associated with City buildout, even in multiple dry year scenarios, out to 2040.

As described above, the proposed project would have a water demand of 69.92 acre-feet per year. This amount is less than and comparable to the amount of water demanded for the Parkview project on the project site as described in the Parkview IS/MND. Sufficient

[43] City of Sacramento, 2016. *2015 Urban Water Management Plan*. Available: https://www.cityofsacramento.org/~/media/Corporate/Files/DOU/2015%20UWMP%20June%202016Appendices.pdf. Accessed June 21, 2016.

water supplies are available to the City and for the proposed project, as demonstrated in the 2015 UWMP.

The proposed project would access existing water supply infrastructure and would not include offsite improvements. Connections would be made to existing water supply lines that run the length of western boundary of the project site in Duckhorn Drive. However, as addressed in the Parkview IS/MND, if the capacity of the infrastructure is limited, the applicant will provide the necessary improvements through a funded program proportionate to the project's demand.

As described above, the proposed project would not increase water demand beyond the amount anticipated in the UWMP or require substantial offsite improvements that would constitute new or more significant impacts. The proposed project would not have more significant effects that were not discussed in the Parkview IS/MND or increase the severity of impacts discussed therein. Under existing conditions, the proposed project would not make feasible, mitigation measures that were found to be infeasible in the Parkview IS/MND. Further, there are no mitigation measures that were not considered in the Parkview IS/MND, that would more substantially reduce the potential effects of the proposed project on local or regional water supplies. For these reasons, impacts related to local or regional water supplies from the proposed project would not require the preparation of a subsequent negative declaration or EIR.

Local or Regional Water Treatment or Distribution Facilities

Sewer or Septic Tanks

The Parkview IS/MND determined that impacts from the proposed project to wastewater treatment and distribution facilities would be less than significant. The project site would be served by the Sacramento Area Sewer District (SASD) and the Sacramento Regional County Sanitation District (Regional San).[44,45] Wastewater from future development on the project site would be conveyed through existing Sacramento Area Sewer District (SASD) lines in Duckhorn Drive.

The proposed project was estimated to have an equivalent single family dwelling unit (ESD) conversion factor of 0.75 acre-feet per dwelling unit, generating a total average waste water flow of approximately 110,400 gallons per day (see **Table 7**).

[44] Sacramento Regional County Sanitation District (SRCSD), 2018. RegionalSan Service Area. Available: https://www.regionalsan.com/sites/main/files/file-attachments/regional_san_servicearea_dec2015_1.pdf. Accessed June 22, 2018.

[45] Sacramento Area Sewer District (SASD), 2018. Sacramento Area Sewer District Service Area. Available: https://www.sacsewer.com/sites/main/files/file-attachments/sasd_servicearea_20161005.pdf. Accessed June 22, 2018.

TABLE 7
DUCKHORN NATOMAS RESIDENTIAL PROJECT AVERAGE WASTEWATER FLOW

Land Use Category	Applicable Units	ESD[1] Conversion Factor	Total Equivalent ESD	Estimated Gallons per Day (GPD)
Residential	368 Dwelling Units	0.75/Dwelling Unit	276	110,400

NOTES:
1. ESD: Equivalent Single Family Dwelling Units, used for computing average flow (1 ESD = 400 gallons/day)

Source: City of Sacramento Department of Utilities, 2018.

Project flows would not be expected to exceed capacity of conveyance infrastructure, as NNCP area infrastructure was designed to accommodate buildout of the NNCP and the proposed project is consistent with the development assumed in the NNCP. Required developer financing of fees and infrastructure to provide wastewater collection and treatment to the project site by Regional San and SASD would ensure that wastewater infrastructure would be adequate to meet project demand. For these reasons, the proposed project would not substantially increase demand for wastewater conveyance beyond the amount anticipated in the Parkview IS/MND or require substantial offsite improvements that would constitute new or more significant impacts. The proposed project would not have more significant effects that were not discussed in the Parkview IS/MND or increase the severity of impacts discussed therein. Under existing conditions, the proposed project would not make feasible, mitigation measures that were found to be infeasible in the Parkview IS/MND. Further, there are no mitigation measures that were not considered in the Parkview IS/MND, that would more substantially reduce the potential effects of the proposed project on aesthetics, light, and glare. For these reasons, impacts related to wastewater treatment and conveyance from the proposed project would not require the preparation of a subsequent negative declaration or EIR.

Storm Water Drainage

The project site currently consists of vacant, undeveloped land. As described in the Parkview IS/MND, development of the Parkview project would create impervious surfaces where none currently exist, which would increase peak run-off rates and the total amount of runoff. However, as noted in the Parkview IS/MND, the Parkview project would be designed to direct stormwater runoff from the site to Detention Basin 7a and the Natomas West Drainage Canal. Additionally, stormwater from building roofs will be routed either directly into underground storm drainage system or will drain from roof down spouts across paved areas and be collected in parking lot drain inlets. Drain inlets would discharge to a pipe system that is connected to Detention Basin 7a. The City of Sacramento's existing drainage facilities for the larger Natomas drainage basin have also been designed with sufficient capacity to serve the project site. Therefore, there would be less-than-significant impacts to currents and the course of water movements at the project site.

The project applicant would be required to construct on-site internal drainage infrastructure to City of Sacramento specifications and pay fees associated with the development and maintenance of the existing drainage infrastructure, pursuant to the North Natomas Financing Plan. For these reasons, as with anticipated development analyzed in the Parkview IS/MND, the proposed project would have a less-than-significant impact on existing drainage facilities and no mitigation would be required.

Solid Waste Disposal

As described in the Parkview IS/MND, the City provides solid waste and recycling collection and disposal services to the project site. The Kiefer Landfill has sufficient capacity to serve the project site.[46] Waste generated by the Parkview project would represent a small fraction of the amount of solid waste received by the Kiefer Landfill.

Waste generated by the proposed project would be collected and transported to local landfills by the City and/or private haulers, and either recycled in accordance with City programs and requirements for land filled at the Kiefer Landfill. The Kiefer Landfill currently has approximately 113 million cubic yards in available capacity. Waste from the proposed project would represent a fraction of a percentage of the available capacity from this facility. Because there would be no need to expand or create new landfill or solid waste management facilities, there would be no related physical environmental effects. Similar to the impacts evaluated in the Parkview IS/MND, the proposed project would have a less than significant effect on solid waste disposal.

XIII. Aesthetics, Light and Glare

The Aesthetics section of the Parkview IS/MND described existing visual and aesthetic resources for the Parkview project site and the region and evaluated potential impacts of the project with respect to urbanization of the project area. The proposed site plan, conceptual drawings, and the River View PUD Development Guidelines were used to evaluate the potential effects of project development of the visual character of the project site and surrounding area.

The Parkview IS/MND noted that the plans for the Parkview project were program-level and did not provide information for a detailed analysis of potential visual impacts. Future development of the project site would require the applicant to submit detailed plans to be subject to the City's Design Review process, including plan review for aesthetic and environmental considerations. The Parkview IS/MND determined that the Design Review process would result in compliance with the River View PUD and the North Natomas Community Plan Development Guidelines, which would ensure that the architecture and landscaping of specific uses would not adversely affect the adjacent uses. As a result,

[46] California Department of Resources Recycling and Recovery (CalRecycle), 2018. Facility/Site Summary Details: Sacramento County Landfill (Kiefer). Available: http://www.calrecycle.ca.gov/SWFacilities/Directory/34-AA-0001/Detail/. Accessed June 21, 2018.

the Parkview IS/MND concluded that the proposed project would be expected to have less-than-significant impacts related to having a demonstrable negative aesthetic effect.

In the analysis of light and glare impacts, the Parkview IS/MND noted that the Parkview project site consists predominantly of vacant land, and therefore very little light or glare emitted from the project site. The Parkview IS/MND stated that development of the project site would generate new sources of light and glare, depending on building materials, orientation, and proximity to sensitive receptors. The Parkview IS/MND noted that future development of the Parkview project site would be in conformance with the design review and special permit requirements that apply to development within PUDs, which would ensure that impacts resulting from new sources of light and glare would be mitigated to a less than significant level. Since adoption of the Parkview IS/MND, the project site and surrounding uses to the north and to the south have remained similar to those analyzed in the Parkview IS/MND, while areas to the west of the project site have been developed as residential uses.

The proposed project would construct up to 368 residential apartment units. The development would include 3-story apartment buildings with interspersed parking, driveway, residential amenities, and open space uses. Onsite landscaping would consist of turf areas along street frontages, interspersed with trees and shrubs. The northern, western, and southern boundaries of the project site would have landscape buffering along external walls and fencing and the sidewalk along Duckhorn Drive. Onsite lighting would be angled downward to illuminate pedestrian travel paths and to enhance the safety of the project site.

As with the project analyzed in the Parkview IS/MND, the proposed project would develop urban uses in an area designated in the Sacramento General Plan for urban uses. As with the project analyzed in the Parkview IS/MND, the proposed project would be subject to City site plan and design review to ensure that the proposed project complies with applicable design guidelines and is compatible with surrounding uses. At the time of preparation of the Parkview IS/MND, this process was referred to as the Design Review process, which allowed an opportunity for the City to conduct a review to ensure that the proposed project complied with the River View PUD, the North Natomas Community Plan, and the City's General Plan. This process was subsequently replaced by the City's Site Plan and Design Review process.

Pursuant to Chapter 17.808 of the City Code, with specific and limited exemptions, none of which is applicable to the proposed project, development in the City is subject to Site Plan and Design Review. The intent of this process is to (1) ensure that the development is consistent with applicable plans and design guidelines; (2) is high quality and compatible with surrounding development; (3) is supported by adequate circulation, utility, and related infrastructure; (4) is water and energy efficient; and (5) avoids environmental effects to the extent feasible. The aspects of design considered in the site plan and design review process include architectural design, site design, adequacy of streets and access

ways for all modes of travel, energy consumption, protection of environmentally sensitive features, safety, noise, and other relevant considerations.

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

XIV. Cultural

The Parkview IS/MND determined that the proposed project would have a less-than-significant impact related to cultural resources. The Duckhorn Natomas Residential Project site is currently vacant, undeveloped land that is covered with seasonal grasses that are regularly disced as part of ongoing site maintenance and weed control. In 1999, PAR Environmental Services, Inc. (PAR) conducted an intensive cultural resources investigation of the Parkview Development project site, which included the Duckhorn project site.[47] No significant cultural resources were identified during the survey. At the time of the survey, the surveyors identified a "razed ranch complex" and recommended a determination of not eligible for listing in the California Register of Historical Resources. Currently there are no existing remnants of the ranch complex. An isolated obsidian flake had been previously identified in an area excavated approximately 15 to 20 feet deep as part of the El Centro Drain and Detention Basin 7a project; no evidence of this isolated find or any other prehistoric resources were identified during the 1999 PAR survey effort. PAR also noted two historical resources in the vicinity of the project site, neither of which would be impacted by the proposed project. The Witter Ranch, listed in the National Register of Historic Places, is approximately 0.5 miles west of the Duckhorn project site and there would be no impacts to the property from the proposed project. The proposed project is within the boundaries of Reclamation District 1000, which is defined as a Historic Rural Landscape; PAR determined that there would be a less-than-significant impact on the landscape.

[47] PAR Environmental Services, 1999. A Cultural Resource Inventory of the Natomas Crossing Area 4 Project, Sacramento, California.

The Parkview IS/MND determined that no known archaeological or paleontological resources were present in the project site, however there remained potential for grading activities to reveal archaeological or paleontological resources not previously identified. The Parkview IS/MND included Mitigation Measures 13-1 and 13-2 which directed action for project applicants and contractors in the event of inadvertent discovery of paleontological or archaeological resources. With implementation of Mitigation Measures 13-1 and 13-2 the Parkview IS/MND determined that impacts to paleontological and archaeological resources would be less than significant.

An ESA archaeologist conducted a follow-up survey of the project site on June 28, 2018. The project site was surveyed in narrow 5-meter transects. The project site had been recently plowed and there were indications of vehicles driving through the area. There was light vegetation and good ground visibility. There was some recent construction debris scattered across the project site and a modern fence line with pressure treated wood posts and T-posts near the southeast corner. No historic-era or prehistoric cultural resources or other evidence of human use or occupation was observed during the survey effort.

The proposed project would develop the project site with urbanized uses, which would require grading and excavation for the establishment of foundations for proposed structures and trenching for the establishment of utility connections. Ground disturbance from project construction would be similar to anticipated ground disturbance on the project site as anticipated in the Parkview IS/MND. While no historic-era or prehistoric cultural resources were identified on the project site, previously undiscovered subsurface resources paleontological or archaeological resources may be encountered during project construction. Implementation of Mitigation Measures 13-1 and 13-2, from the Parkview IS/MND would reduce those potential impacts to less than significant.

The proposed project would not have significant land use effects that were not discussed in the Parkview IS/MND, nor would it increase the severity of cultural resources impacts discussed in the Parkview IS/MND. Under existing conditions, the proposed project would not make feasible mitigation measures that were found to be infeasible in the Parkview IS/MND. Further, there are no mitigation measures that were not considered in the Parkview IS/MND that would more substantially reduce the potential effects of the proposed project on cultural resources. For these reasons, impacts to land use from the proposed project would not require the preparation of a subsequent negative declaration or EIR.

XV. Recreation

The Recreation section of the Parkview IS/MND noted that the project site is located on vacant land in the NNCP area of Sacramento and has been identified for urbanized land uses that do not include recreational uses on the proposed project site. However, the Parkview IS/MND noted that as part of the larger River View/Parkview PUD, the two neighborhood parks, totaling 7.6 net acres, were proposed for development, and as part of the project analyzed in the study. In addition, the Parkview IS/MND evaluated potential

impacts of the project with respect to recreational uses and access to recreational uses for the project area. This analysis determined that the Parkview project would result in an increase in the demand for parks due to the increase in population within the Parkview project site. However, it was noted that the Parkview project was consistent with the Park and Open Space Access Standard set by the NNCP of five acres per 1,000 residents.

Using the same analysis and population-generation rate (1.54 people/du) as was utilized for the Parkview IS/MND, this increase in dwelling units would roughly add to the estimated population by 65 people, an increase of less than two percent of the overall assumed population analyzed for the Parkview IS/MND. Therefore, with the proposed project being of a smaller scale, not creating a substantial new demand for additional recreational facilities, and making up only a portion of the previously analyzed project, the anticipated development at the project site would result in less-than-significant impacts to recreation.

Anticipated development analyzed within the Parkview IS/MND would result in an increase in the area's population, and demand for recreational facilities would increase. However, it was determined that the River View/Parkview PUD project would be required to provide sufficient parklands or pay in-lieu fees in accordance with the City of Sacramento standards. Based on this analysis, the Parkview IS/MND concluded that the Parkview project would have a less-than-significant impact related to the quality or quantity of recreational facilities and mitigation would not be required.

The proposed project site is currently undeveloped, and development of the project site would not remove recreational facilities. The Parkview IS/MND noted that the plans for the River View/Parkview PUD were adequate and provided a detailed analysis of potential impacts to recreation.

Changes introduced by the proposed project and/or new circumstances relevant to the project would not, as compared to the Parkview IS/MND, result in a new significant impact or significant impacts that are substantially more severe than significant impacts previously disclosed. No new mitigation measures would be required. In addition, there is no new information of substantial importance showing that the project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the Parkview IS/MND. Further, there are no mitigation measures that were not considered in the Parkview IS/MND, that would more substantially reduce the potential effects of the proposed project on recreational facilities. For these reasons, impacts related to recreation from the proposed project would not require the preparation of a subsequent negative declaration or EIR.

Conclusion

As established in the discussions above regarding the potential effects of the proposed project, substantial changes are not proposed to the project, nor have any substantial changes occurred with respect to the circumstances under which the project is undertaken, that would require major revisions to the original Parkview IS/MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. The proposed project would not include any substantial new information, changes, or impacts that would require major revisions to the Parkview IS/MND and no new mitigation measures would be required.

In addition, there is no new information of substantial importance showing that the project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the previous IS/MND. Nor is there new information of substantial importance showing (i) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative or (ii) that mitigation measures or alternatives considerably different from those analyzed in the previous IS/MND would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative.

Having considered the analysis set forth in this addendum, the City of Sacramento's Community Development Department has concluded that the analyses conducted, and the conclusions reached in the Parkview IS/MND remain relevant and valid. Based on the record as a whole, there is no substantial evidence to support a fair argument that the proposed project may result in significant environmental impacts not previously studied in the IS/MND and, accordingly, the project changes would not result in any conditions identified in CEQA Guidelines Section 15162. Thus, a subsequent negative declaration or EIR is not required for the changes to the project. The proposed project would remain subject to all applicable previously required mitigation measures from the Parkview IS/MND.

Based on the above analysis, this Addendum to the previously adopted Parkview IS/MND for the project has been prepared.

Attachments:

1) Parkview Initial Study/Mitigated Negative Declaration
2) Transportation Analysis; Duckhorn Natomas Project

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Attachment 1

Parkview Initial Study/Mitigated Negative Declaration

DRAFT

Initial Study and Mitigated Negative Declaration for Parkview (P00-022/ P00-023)

City of Sacramento

State Clearinghouse Number: _____

Initial Study and Mitigated Negative Declaration
for
Parkview (P00-022/ P00-023)

City of Sacramento

Prepared by:

Sycamore Environmental Consultants, Inc.
6355 Riverside Blvd., Suite C
Sacramento, CA 95831
916/ 427-0703
Contact: R. John Little, Ph.D.

Prepared for:

City of Sacramento
1231 I Street, Room 300
Sacramento, CA 95814
916/ 264-5328
Contact: Ms. Jeanne Corcoran, Associate Planner

December 2001

Initial Study and Mitigated Negative Declaration
for
Parkview (P00-022/ P00-023)

City of Sacramento

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TABLES

APPENDICES

I. PROJECT INFORMATION FORM

1. Project Title: Parkview (P00-022/ P00-023)
2. Lead Agency Name and Address: City of Sacramento, 1231 I Street, Room 300, Sacramento, CA 95814
3. Lead Agency Contact Person and Phone Number: Ms. Jeanne Corcoran, Associate Planner, 916/ 264-5328
4. Property Owner's Name: Alleghany Properties, Inc.
5. Applicant's Name and Address: Alleghany Properties, Inc., 2150 River Plaza Drive, Suite 150, Sacramento, CA 95833
6. Applicant's Contact Person and Phone Number: Mr. Gregory Guardino, 916/ 648-7711
7. Project Location: Northwest corner of San Juan Road overpass at Interstate 5 in the City of Sacramento, Sacramento County, California
8. Property Assessor Parcel Numbers: 225-0140-031 – 033, 040, 051; 225-0180-005, 006, 044 – 047
9. Property Area: Approximately 242.6 gross acres
10. General plan designation: 147.7 acres Low Density Residential; 19.2 acres Parks/Recreation/Open Space; 68.8 acres Mixed Use; 6.9 acres Public and Quasi/Public
11. Community plan designation: 76.6 acres Low Density Residential; 71.1 acres Medium Density Residential; 19.2 acres Parks/Recreation/Open Space; 68.8 acres Employment Center 40; 3.6 acres Institutional; 3.3 acres Transportation/Utilities
12. Zoning: 46.3 acres Agriculture – Open Space PUD; 196.3 acres Manufacturing, Research and Development PUD
13. Description of Project: Entitlements to develop 242.6 vacant gross acres with residential and employment center uses in the North Natomas Community Plan Area.
14. Describe any site alterations that would result from the proposed project: The project would construct 211 low density residential units, 501 medium density residential units, 378 high density residential units, 870,000 square feet of office space, institutional uses on 3.7 acres, 7.6 acres of parks, 12.4 acres of freeway buffer, 3.7 acres of landscape corridors, and construction of South Loop Road.
15. Surrounding Land Use: North – Residential and Mixed-Use PUD (Gateway West PUD); south – Residential and Mixed-Use PUD (River View PUD); east – Interstate 5; and west – Utility (Detention Basin 7a) and Residential and Mixed-Use PUD (Gateway West PUD).
16. Other public agencies whose approval is required:
    - State Regional Water Quality Control Board
    - Department of Fish and Game
    - U.S. Fish and Wildlife Service
17. The environmental factors checked below would potentially be affected by this project.

X	Land Use/ Planning	**X**	Hazards
X	Population/ Housing	**X**	Noise
X	Geology/ Soils	**X**	Public Services
X	Water	**X**	Utilities/ Service Systems
X	Air Quality	**X**	Aesthetics, Light and Glare
X	Transportation/ Circulation	**X**	Cultural
X	Biological	**X**	Recreation
		X	Mandatory Findings of Significance

II. Introduction

A. Purpose of this Initial Study

The purpose of this Initial Study (IS) is to determine if approval and implementation of the Parkview project and related entitlements would have significant effects on the environment. This IS is an informational document that will provide the City of Sacramento with an analysis of the proposed project to aid in the planning and decision-making process. Based on the analysis and recommendation presented herein, the City will determine whether a Negative Declaration (ND), a Mitigated Negative Declaration (MND), or an Environmental Impact Report (EIR) is the appropriate environmental document to be prepared. It is not the purpose of this document to recommend either approval or denial of the proposed project. This IS provides the City of Sacramento with an administrative record with which to make its determination. The City will submit this document to the State Clearinghouse for distribution to appropriate agencies.

B. Environmental Analysis

This IS has been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code Sections 21000 et seq. and the State CEQA Guidelines, California Code of Regulations Sections 15000 et seq. The environmental analysis consists of the completion of the Environmental Significance Checklist provided by the City of Sacramento. This checklist shall be independently reviewed and authorized by the City of Sacramento pursuant to the State CEQA Guidelines, Section 15063.

The questions in the Environmental Significance Checklist are intended to provide a brief environmental evaluation of the proposed project in order to identify any potentially significant adverse environmental impacts that may be caused by the project or that may affect the project site. If, based on this analysis, the City of Sacramento determines that there is substantial evidence that any aspect of the proposed project may cause a significant effect on the environment, then the City will require the preparation of an EIR. If the City determines that there is no substantial evidence that the proposed project will cause a significant effect on the environment, then a Negative Declaration (ND) will be prepared. For the purpose of this analysis, it is assumed that any feasible mitigation measures identified in this Initial Study that have been agreed to pursuant to a "Mitigation Agreement" with the City of Sacramento will be incorporated into the project. If the City determines that the mitigation measures will reduce the potentially significant effects on the environment to a level of less than significant, then a Mitigated Negative Declaration (MND) will be prepared.

The Environmental Significance Checklist is comprised of four categories of assessment. The first assessment category, "No Impact," indicates that the project will not have, or be subject to any effects on the environment. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved.

The second assessment category, "Less Than Significant Impact," indicates that the project may/will have an effect on the environment, either directly or indirectly, less than the criteria of regulatory policy. Although not required, the City may require mitigation to further limit potential impacts.

The third assessment category, “Potentially Significant Impact” indicates that there is substantial evidence that an effect may be significant in context of regulatory policy.

The fourth assessment category, “Less Than Significant With Mitigation Incorporation,” applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact” to a "Less Than Significant Impact.” This assessment is adequately supported if the mitigation measures are described and an explanation of how they reduce the effect to a less than significant level is provided.

III. ENVIRONMENTAL DETERMINATION

On the basis of this initial evaluation:

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

❑ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

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

❑ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

❑ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature	Date
Printed Name	City of Sacramento For

IV. Initial Study

A. Project Purpose

The purpose of the Parkview Project (P00-022/ P00-023) is to enhance the North Natomas Community by developing 242.6 gross vacant acres with residential and employment center uses consistently with the planning goals, policies, and objectives of the City of Sacramento.

B. Location

The Parkview Project is located on the northwest corner of the San Juan Road overpass at Interstate 5, in the City of Sacramento, CA. The project study area occurs on the Taylor Monument USGS Topographic Quadrangle (T9N, R4E, Sections 14 and 15). The project study area consists of the following eleven Sacramento County Assessor Parcels: 225-0140-031 – 033, 225-0140-040, 225-0140-051, 225-0180-005, 225-0180-006, and 225-0180-044 – 047. The project is located within the City of Sacramento General Plan Update (SGPU) area and the North Natomas Community Plan (NNCP) area. A project location map is located in Appendix A (Figure 1).

C. Project Description

The Parkview Project (P00-022/ P00-023) requests a Development Agreement with the City of Sacramento to develop 242.6 gross vacant acres in the NNCP area with residential and employment center uses. As proposed, the project would result in the construction of 211 low density residential units, 501 medium density residential units, 378 high density residential units, 870,000 ft2 of office space, institutional use(s), two parks, freeway buffer, landscape corridors, and roadways and utility infrastructure. The project also includes an amendment to the NNCP designation of South Loop Road (reducing the planned road from six lanes to two plus lanes.) The following design drawings, prepared by Wood Rodgers, Inc., are provided in Appendix A:

Figure 2. General Plan Amendment Exhibit
Figure 3. Community Plan Amendment Exhibit
Figure 4. Rezone Exhibit
Figure 5. PUD Schematic Plan
Figure 6. Master Tentative Parcel Map
Figures 7 and 8. Tentative Subdivision Maps
Figure 9. 880-foot Walking Map

A Project Location Map and a Biological Resources Map prepared by Sycamore Environmental are also provided in Appendix A (Figures 1, and 11). A Noise Mitigation Map, prepared by Bollard & Brennan, Inc., is provided in Appendix A (Figure 10).

The following sub-sections identify the entitlements that the project applicant, Alleghany Properties, Inc., requests.

General Plan Amendment

The proposed project seeks to change the SGPU land use designations of the 242.6 gross acre project area. Table 1 shows the acres of the existing and proposed SGPU Land Use designations, calculates the number of acres the proposed project would change, and provides the percentage of acres changed by the project. A map of the proposed General Plan Amendment is provided in Appendix A (Figure 2).

Table 1. Proposed General Plan Land Use Designations

SGPU Designation	Existing Net Acres	Proposed Net Acres	Net Change	Percentage Change
Low Density Residential	147.7	132.4	-15.3	-10%
Medium Density Residential	0	20.1	+20.1	N/A
Mixed Use	68.8	59.2	-9.6	-14%
Park/Recreation/Open Space	19.2	22.1	+2.9	+13%
Public/ Quasi-Public	6.9	8.8	+1.9	+22%
Total:	242.6	242.6	24.9	10%

Community Plan Amendment

The proposed project seeks to change the NNCP land use designations of the 242.6 gross acre project area. Table 2 shows the acres of the existing and proposed NNCP Land Use designations, calculates the number of acres the proposed project would change, and provides the percentage of acres changed by the project. A map of the proposed Community Plan Amendment is provided in Appendix A (Figure 3).

Table 2. Proposed Community Plan Land Use Designations

NNCP Designation	Existing Net Acres	Proposed Net Acres	Net Change	Percentage Change
Low Density Residential	76.6	52	-24.6	-32%
Medium Density Residential	71.1	80.3	+9.2	+13%
High Density Residential	0	20.1	+20.1	N/A
Parks/ Open Space	19.2	22.1	+2.9	+15%
Employment Center – 40	68.8	0	-68.8	N/A
Employment Center – 50	0	59.2	+59.2	N/A
Institutional	3.6	4.2	+0.6	+14%
Transportation/ Circulation	3.3	4.6	+1.3	+28%
Total:	242.6	242.6	93.4	38%

The applicant also seeks an amendment to the NNCP Traffic Element to reduce the size of the planned South Loop Road from Major Roadway (six lanes) to Minor Roadway (two plus lanes).

Rezone

The proposed project seeks to rezone the 242.6 gross acre project area. Table 3 shows the acres of the existing and proposed zoning, calculates the number of acres the proposed project would change, and provides the percentage of acres changed by the project. A map of the proposed zone changes is provided in Appendix A (Figure 4).

Table 3. Proposed Zone Changes

Zone	Existing Gross Acres	Proposed Gross Acres	Net Change
Manufacturing, Research, and Development PUD 20	196.2	0	-196.2
Manufacturing, Research, and Development PUD	0.1	0	-0.1
Agriculture PUD	46.3	0	-46.3
Single Family Residential PUD (R-1)	0	52	+52
Single Family Residential Alternative PUD (R-1A)	0	70.8	+70.8
Multi-Family Residential PUD (R-2A)	0	9.5	+9.5
Multi-Family Residential PUD (R-3)	0	20.1	+20.1
Agriculture – Open Space PUD	0	22.4	+22.4
Employment Center 50 PUD	0	64.6	+64.6
Transportation Corridor	0	3.1	+3.1
Total:	242.6	242.6	242.6

Planned Unit Development Amendment

The project seeks to amend the River View Planned Unit Development (PUD) to annex Parkview into the River View PUD. The existing River View PUD Area encompasses 176 acres and is planned as a mixed-use neighborhood incorporating low, medium, and high-density residential; neighborhood commercial; employment center; and parks and open space land uses. Table 4 shows the acres of NNCP Land Use designations for the existing River View PUD, Parkview, and the total acres that will be developed within the River View PUD when it is combined with the Parkview Project.

Table 4. Proposed Land Use Changes to the River View PUD

Land Use	River View Gross Acres	Parkview Gross Acres	Total Acres
River View PUD	176	242.6	418.6
Neighborhood Commercial	9.6	0	9.6
Employment Center	50.3	60.4	110.7
Institutional	0	4.2	4.2
Low Density Residential	69.2	53.1	122.3
Medium Density Residential	21.9	80.3	122.4
High Density Residential	0	20.2	
Parks/Recreation/Open Space	25*	24.4	49.4

* Includes detention basin

Planned Unit Development Schematic Plan Amendment

The project seeks to amend the River View PUD Schematic Plan to include the Parkview Schematic Plan. The proposed Schematic Plan is provided in Appendix A (Figure 5). Table 5 shows the land use summary that would be developed if the proposed Schematic Plan were approved.

Table 5. Parkview Land Use Summary from Proposed Schematic Plan

Land Use	Gross Acres	Net Acres	Units	Units Per Acre
Low Density Residential				
65'x120' (Villages 1 and 2)	28.4	20.2	102	5.1
60'x110' (Villages 3 and 4)	24.5	18.4	109	5.9
Medium Density Residential				
50'x105' (Villages 5 and 6)	27.3	19.9	149	7.5
45'105' (Villages 7 – 11)	43.5	30	251	8.4
Parcel 18	9.5	8.5	102	12
High Density Residential				
Parcel 17	9.4	8.2	164	20
Parcel 31	10.7	10	210	21
Subtotal Residential Uses:	153.6	115.4	1,087	-
Parks (Parcels 8 and 27)	8.6	7.6	-	-
Freeway Buffer (A and B)	12.7	12.4	-	-
Landscape Corridors/ Open Space	-	3.7	-	-
Institutional (Parcel 11)	4.2	3.7	-	-
Employment Center – 50	60.4	55.3	-	-
Additional I-5 Right of Way	3.1	3.1	-	-
Right of Way	-	41.6	-	-
Subtotal Non-Residential Uses:	89	127.4	-	-
Total:	242.6	242.6	1,120*	-

- = Not Applicable
* The River View PUD Guidelines provide a density allowance for second units by right within designated single-family areas. The standard allowance provides for 16 additional residential units within the 60-foot lot product, while allowing an additional 17 units within the 65-foot lot product.

Master Tentative Map

The project seeks approval of a Master Tentative Map to subdivide the 242.6 project site into 31 master parcels and two freeway buffer lots. The proposed Master Tentative Map is provided in Appendix A (Figure 6).

Tentative Subdivision Map

The project seeks approval of a Tentative Subdivision Map to subdivide 19 of the 31 master parcels into 360 single-family lots, 251 medium density lots, two employment center lots, and eleven landscape corridor lots. The proposed Tentative Subdivision Map is provided in Appendix A (Figures 7 and 8).

D. Environmental Setting

The project is situated in the City of Sacramento within the SGPU area (City of Sacramento 1988) and within the NNCP area (City of Sacramento, 1994, amended 1996). Interstate 5 bounds the project area to the east and San Juan Road bounds the project to the south. Detention Basin 7a bounds the project area to the west south of the planned South Loop Road. Residential development in the Gateway West PUD occurs west of the project site, north of Detention Basin 7a. Land north of the project site is currently vacant, but will be developed as Employment Center – 50 (EC – 50) by the Gateway West PUD. The River View PUD is planned south of San Juan Road.

V. Environmental Significance Checklist

1. Land Use/ Planning

Would the proposal:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with general plan designation or zoning?	☐	☐	☒	☐
b) Conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project?	☐	☐	☒	☐
c) Be incompatible with existing land use in the vicinity?	☐	☐	☐	☒
d) Affect agricultural resources or operations (e.g. impacts to soils or farmlands, or impacts from incompatible land uses)?	☐	☐	☒	☐
e) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	☐	☐	☐	☒

Criteria for Determining Significance

The evaluation of significance on land use and planning resources is based on the following factors:

- substantial changes to land uses within project area;
- incompatibility with long-term uses on adjacent properties; or
- conflict with applicable land use plans.

Impact Mechanisms

All cities and counties within California are required to adopt a general plan establishing goals and policies for their future development. In order to implement their plans, local jurisdictions adopt zoning, subdivision, grading, and other ordinances. A proposed project could conflict with planning goals, objectives, and policies, could conflict with designated land uses in the vicinity of the project, or could disrupt land use patterns by physically dividing a community.

Environmental Setting

The project is located within the NNCP area of the City of Sacramento. Interstate 5 bounds the project area to the east and San Juan Road bounds the project to the south. The River View PUD occurs south of San Juan Road. The project area will be bisected by the planned South Loop Road. The Detention Basin 7a borders the project area on the west, south of the planned South Loop Road. The Gateway West PUD borders the project area to the west and to the north, north of the planned South Loop Road. The project area is currently designated by the SGPU for Low Density Residential, Mixed Use, Park/Recreation/Open Space, Public/Quasi-Public, and Transportation/Utilities. Table 1 (page 6 of this Initial Study) lists the number of acres attributed for each SGPU designation and Figure 2 (Appendix A) shows the existing SGPU land use designations on a project map. The NNCP designates the project area for Employment Center – 40 (EC – 40), Institutional, Low Density Residential, Medium Density Residential, Parks/Recreation/Open Space, and Transportation/Utilities. Table 2 (on page 6 of this Initial Study) lists the number of acres attributed for each NNCP designation and Figure 3 (Appendix A) shows the existing NNCP land use designations on a project map. The project study area is currently zoned for Agriculture – Open Space PUD and Manufacturing, Research and Development PUD. Table 3 (on page 7 of this Initial Study) lists the number of acres attributed for each zone and Figure 4 (Appendix A) shows the existing zoning on a project map.

The Parkview Project (P00-022/ P00-023) seeks a Development Agreement with the City of Sacramento to develop 242.6 acres in the North Natomas Community. As proposed, the project would result in the construction of 211 single family residential units, 501 medium density residential units, 378 high density residential units, 870,000 ft^2 of office space, institutional use(s), two parks, freeway buffer, landscape corridors, and roadways and utility infrastructure. The project also includes an amendment to the NNCP designation of South Loop Road (reducing the road from six lanes to two plus lanes.)

The project applicant requests approval of the following entitlements:

- General Plan Amendment to change the land use designation of 24.9 acres;
- Community Plan Amendment to change the land use designation of 93.4 acres;
- Community Plan Amendment to reduce the capacity of the planned South Loop Road from six lanes to two plus lanes;
- Zone change of 242.6 acres;
- Planned Unit Development Amendment to include Parkview with the existing River View PUD;
- Planned Unit Development Schematic Plan Amendment to include Parkview with the existing River View PUD Planned Unit Development Schematic Plan;
- Master Tentative Map to subdivide 242.6 acres into 31 master parcels; and
- A Tentative Subdivision Map subdividing 19 master parcels into 360 single-family lots, 251 medium density lots, two employment center lots, and eleven landscape corridor lots.

Regulatory Setting

The project is located within the boundaries of the SGPU area and NNCP area.

City of Sacramento General Plan

SGPU states that the NNCP area accounts for 38.9% of vacant acreage in the SGPU area (SGPU, D-37). According to the SGPU Land Use Map (12 December 2000), Low Density Residential, Mixed Use, Park/Recreation/Open Space, Public/Quasi-Public, and Transportation/Utilities would be developed on the project site. Low Density Residential allows 4 – 15 dwelling units per net acre (SGPU, B-14). SGPU asserts that wherever development of vacant land occurs, there is a potential for conflict between the new and the existing uses. Of primary concern are conflicts between agriculture and urbanization and residential and nonresidential. In the matter of residential-nonresidential conflicts, land use conflicts would constitute a significant adverse impact (SGPU, D-43). On page D-41, SGPU states that the conversion of vacant and rural lands to urban uses would bring about a significant change in the character of Sacramento. The conversion of vacant and rural lands and the resulting potential conflicts could be reduced to a less than significant level by the implementation of the following mitigation measures (SGPU, D-53):

- retaining designated open space, parks and recreational areas;
- enforcing setback requirements;
- requiring landscaping and beautification of industrial areas; and
- buffering transitional uses.

The SGPU set Overall Urban Growth Policies (SGPU, C-37) and Goals and Policies for the following elements: Residential Land Use and Housing, Commerce and Industry Land Use, Circulation, Conservation and Open Space, Public Facilities and Services, and Health and Safety (SGPU, C38 – C66). Table 7 (beginning on page 13 of this Initial Study) in the Impact Assessment section provides an assessment of the consistency of the proposed land use designation changes with the Overall Urban Growth Policies and the applicable Goals and Policies of the Residential Land Use and Housing and the Commerce and Industry Land Use elements of the SGPU. Subsequent sections of this Initial Study provide an evaluation of the proposed project with the Overall Goals and Strategies related by element (e.g., Section 6 Transportation/ Circulation evaluates the project's consistency with the Overall Goals and Strategies of the SGPU Circulation Element).

North Natomas Community Plan
The NNCP envisions a new urban form for North Natomas that includes a well integrated mixture of residential, employment, commercial, and civic uses, interdependent on quality transit service and a radial network of connections linking activity centers with streets, transit routes, and linear parkways with pedestrian and bike trails. The plan nurtures neighborhood bonds by providing community services and facilities and encouraging the formation of neighborhood associations (NNCP, 2).

The Land Use program for the NNCP designates the general location, size, relationship, and intensity of land uses. The NNCP is designed to encourage a balance of jobs and housing opportunities in the community. It establishes a minimum jobs/housing ratio of 58% for the community and 66% for the City. Projects that propose to vary from the land use plan must improve the overall jobs/housing balance in the community, or otherwise mitigate any impact to the target ratio (NNCP, 6). The impact on the jobs/housing ratio of any proposed rezone should be analyzed and the community-wide jobs/housing ratio maintained prior to the approval of any rezone (NNCP, 15). The City of Sacramento considers projects that achieve the target densities for planned development to be consistent with the NNCP jobs/housing ratio (personal communication, J. Corcoran, City of Sacramento Planning and Building Department). Table 6 shows the target density for development by land use designation. Residential target densities are found on page 6 of the NNCP and Employment Center employees per net acre are found on page 20 of the NNCP.

Table 6. Target Density for Development Within the NNCP Area

Land Use	Allowed Density	Target Density
Low Density Residential	3 to 10 units per acre	7 units per acre
Medium Density Residential	7 to 21 units per acre	12 units per acre
High Density Residential	11 – 29 Units per acre	22 units per acre
Rural Estates	1 unit per acre	1 unit per acre

Land Use	Minimum Employees Per Net Acre	Average Employees Per Net Acre
Employment Center – 30	20	30
Employment Center – 40	20	40
Employment Center – 45	20	45
Employment Center – 50	20	50
Employment Center – 65	50	65
Employment Center – 80	65	80

The NNCP set Guiding Policies for Residential development (NNCP, 13) and Employment Centers development (NNCP, 19) in North Natomas. Table 8 (beginning on page 18 of this Initial Study) in the Impact Assessment section provides an assessment of the consistency of the proposed project with the Guiding Policies of the NNCP. Subsequent sections of this Initial Study provide an evaluation of the proposed project with the Guiding Policies related by element (e.g., Section 6 *Transportation/ Circulation* evaluates the project's consistency with the Guiding Policies of the NNCP Circulation Element).

Sacramento City Code – Zoning Ordinance
SCC Title 17.20 Zoning Districts: Establishes zones within the City of Sacramento that define minimum and maximum lot sizes and allowed development densities.

R-1--Standard Single-Family Zone. This is a low density residential zone composed of single-family detached residences on lots a minimum of 52 feet by 100 feet in size. A duplex or halfplex is allowed on a corner lot subject to compliance with specific restrictions. This zone may also include recreational, religious and educational facilities as the basic elements of a balanced neighborhood. Such areas should be clearly defined and without encroachment by uses not performing a neighborhood function. Minimum lot dimensions are 52 feet by 100 feet interior, 62 feet by 100 feet corner. Approximate density for the R-1 zone is six to eight dwelling units per acre.

R-1A--Single-Family Alternative Zone. This is a low to medium density residential zone intended to permit the establishment of single-family, individually owned, attached or detached residences where lot sizes, height, area and/or setback requirements vary from standard single-family. This zone is intended to accommodate

alternative single-family designs which are determined to be compatible with standard single-family areas and which might include single-family attached or detached units, townhouses, cluster housing, condominiums, cooperatives or other similar projects. Approximate density for the R-1A zone is 10 dwelling units per acre. Maximum density in this zone is 15 dwelling units per net acre.

R-2B--Multi-Family Zone. This is a multi-family residential zone. This zone offers broader density flexibility as a transition from the garden apartment setting to a more traditional apartment setting. Units can be individually owned through compliance with the condominium regulations in Chapter 17.192 of this title. Minimum land area per unit is 2,000 square feet. Maximum density for the R-2B zone is 21 dwelling units per acre.

AOS--Agriculture-Open Space Zone. This is an exclusive agricultural zone designed for the long term preservation of agricultural and open space land. This zone is designated to prevent the premature development of land in this category to urban uses. Pursuant to SCC Title 17.48.010, the purpose of these open space regulations is: to protect the public health, safety and welfare; contain and structure urban development; protect and preserve undeveloped land as a limited and valuable resource; and to provide for managed resource production and preservation, outdoor recreation, public health and safety, and visual amenity.

EC--Employment Center Zone. This zone is a flexible zone for primarily employment generating uses in a pedestrian friendly setting with ample private and/or public open space. The EC zone also provides the opportunity for a variety and mix of supporting uses, including support retail, residential, and light industrial. The EC zone has several categories of permitted intensity ranging from 30 employees per net acre (EC30) to 80 employees per net acre (EC80). The designation of intensity will be determined by proximity to planned transit service, freeway/roadway access, maintaining or improving housing opportunities, and maintaining or improving the environmental qualities within the EC zoned area.

TC--Transportation Corridor Zone. This zone is intended to regulate land uses within, above, and below public transportation corridors to insure that the development thereof is consistent with the general plan, and to provide uniform standards for the development of ground rights and/or air rights within such corridor.

SCC Title 17.56 Employment Center Zone: Provides the allowable land uses within the EC PUD and defines the range of development. Within each PUD, acreage shall be designated for primary uses and to nonprimary uses. Within each PUD, a minimum of 45% and a maximum of 95% of PUD net acreage shall be designated for, and devoted to, primary uses. Within each PUD, a maximum of 10% of the PUD net acreage shall be designated for and devoted to support retail uses. EC PUDs that are two acres or greater in size will be required to provide support retail/services uses within a primary use structure or within a stand-alone building. Within each PUD, a maximum of 25% of the PUD net acreage shall be designated for and devoted to residential uses. Within each PUD, a maximum of 20% of the PUD net acreage shall be designated for and devoted to light industrial/MRD uses.

SCC Title 17.180 Planned Unit Developments (PUDS) Regulations and Maps: The purpose of this chapter is to provide for greater flexibility in the design of integrated developments than otherwise possible through strict application of zoning regulations. It is the intent of this chapter to encourage the design of well-planned facilities, which offer a variety of housing or other land uses through creative and imaginative planning.

A PUD designation constitutes an overlay zone. However, approval of a PUD designation or a schematic plan does not establish an underlying zone or enlarge the uses provided by a zoning classification, or establish the rights for a special permit.

An amendment to the PUD schematic plan and/or guidelines may be initiated by the city council, the planning commission, or by the owner of any parcel of property within the planned unit development. The planning commission may grant the amendment of a PUD schematic plan and/or guidelines provided that each of the following conditions are met:

a. The proposed amendments to the PUD schematic plan and/or guidelines do not alter the height or setback requirements by more than five feet or 10%, whichever is greater, than that set forth in the PUD guidelines;
b. The proposed amendments to the PUD schematic plan and/or guidelines do not change the types or

intensity of land uses.

Except as otherwise provided in the special permit or in the resolution to designate the PUD, no building permit shall be issued for any building or structure within the boundaries of a PUD until the plans submitted for the building permit have been reviewed by the planning director to determine that said plans conform to a valid special permit issued for a PUD under this chapter. No building or structure unit within a PUD may be occupied until an inspection of the project has been made by the planning director to see that all conditions of the special permit have been complied with.

SCC Title 17.212 Special Permits: A special permit may be granted at the discretion of the zoning administrator, planning commission or city council and is not the automatic right of any applicant. In considering an application for a special permit, the following guidelines shall be observed:

A. Sound Principles of Land Use. A special permit shall be granted upon sound principles of land use.
B. Not Injurious. A special permit shall not be granted if it will be detrimental to the public health, safety or welfare, or if it results in the creation of a nuisance.
C. Must Relate to a Plan. A special permit use must comply with the objectives of the general or specific plan for the area in which it is to be located.

Impact Assessment

a) Would the proposal conflict with general plan designation or zoning?

Answer: Potential impact.

Potential Impacts: The project proposes to change 24.9 acres (10%) of the SGPU land use designation; 93.4 acres (38%) of the NNCP land use designation; and rezone 242.6 acres of the project area. Table 7 provides an assessment of the consistency of the proposed land use designation changes with the Overall Urban Growth Policies and the applicable Goals and Policies of the Residential Land Use and Housing and the Commerce and Industry Land Use elements of the SGPU.

Table 7. Project Consistency with the Applicable SGPU Land Use Goals and Policies.

SGPU Element	Applicable SGPU Goals and Policies	Project Consistency
Overall Urban Growth Policy	Policy 1 – Quality of Life: It is the policy of the City to enhance and maintain the quality of life by adhering to high standards for project and plan evaluation as they relate to the following characteristics that help to define the quality of life in the City: • The protection and preservation of the urban and natural environment • A valuable asset for each community is the open space and parks that are provided for recreational purposes.	**Consistent.** The proposed project is subject to the North Natomas Development Guidelines (NNDG). The NNDG are intended to implement the planning principles identified in the NNCP. Adherence to NNDG ensures that the vision of a holistic community is developed. The NNDG protects and preserves the urban character of North Natomas and defines standards for open space. The proposed project also seeks an amendment to the existing River View PUD to include the proposed project. The River View PUD Development Guidelines, used in conjunction with the SCC Zoning Ordinance, NNCP, and NNDG, provide further direction on the standards that will ensure that the project preserves the quality of development within the City of Sacramento.
	Policy 2 – Population and Housing Growth: It is the policy of the City to ensure that adequate quality housing opportunities are provided for all income households and that projected housing needs are accommodated.	**Consistent.** The proposed project will designate 132.4 net acres for Low Density Residential, 20.1 net acres for Medium Density Residential, and 59.2 net acres for Mixed Use. A total of approximately 1,090 housing opportunities will be built on the project site. An approximate total of 211 low-density residential units (19%), 501 medium density residential units (46%) and 378 high density residential units (35%) are proposed for the project site. Under the NNCP 25% of the Mixed Use (ECs – 50) could be developed to

	provide apartment housing. The River View PUD also provides an allowance to develop 33 additional residential "granny flats" units in the Low Density designation (Single Family and Single Family Alternative). The mix of planned housing types ensures that a variety of new housing will be available for a range of social and income levels.
Policy 3 – Economic Development and Employment Opportunities: It is the policy of the City to actively promote the continued vitality and diversification of the local economy, and to expand employment opportunities for City residents.	**Consistent.** The project proposes to designate 59.2 net acres for Mixed Use with a zone change to EC – 50. The project would develop approximately 870,000 ft^2 of office space. Pursuant to the SCC Zoning 17.20.10, the 59.2 net acres could yield up to 2,960 employees. This would be a positive impact for the economy of the City of Sacramento and potentially an important base for the local economy of the NNCP area.
Policy 4 – New Growth Areas: It is the policy of the City to approve development in the City's new growth areas that promotes efficient growth patterns and public service extensions, and is compatible with adjacent developments.	**Consistent.** The NNCP area was identified in the SGPU as the major growth area for new housing and employment opportunities. At full build out, the community is projected to account for 35% of the new housing and 30% of new jobs in the City (NNCP-2). The proposed project is compatible with adjacent developments and represents an efficient growth pattern with its connection with the River View PUD.
Policy 6 – General Plan Land Use Amendments: It is the policy of City in considering GP land use map amendments to evaluate the impact of such amendments upon the GP and CP goals and policies.	**Consistent.** This document evaluates the proposed project's consistency with the SGPU and NNCP. No substantial inconsistencies have been identified that would be considered a significant conflict.
Policy 8 – Transportation: It is the policy of the City to promote an efficient, safe, and balanced transportation system.	**Consistent.** The proposed project would not impede City plans for the development of infrastructure or improvements of existing infrastructure. The proposed project is consistent with the NNCP, which places importance on the balance of vehicle, pedestrian, and bicycle access to community services.
Policy 9 – Local and Regional Government: It is the policy of the City to cooperate with the region's various public jurisdictions on matters of mutual interest including social, economic, and environmental issues; land use policies; and private development project review.	**Consistent.** The proposed project occurs within the jurisdiction of the Sacramento Metropolitan Air Quality Management District (SMAQMD). The project is therefore regulated for air quality impacts by this agency. The project occurs within the sphere of influence of Sacramento County and Sacramento County Council of Governments. These agencies have the opportunity to evaluate the project's consistency with planning goals of Sacramento County. The proposed project will receive public services from such agencies as Regional Transit Authority, the Sacramento Fire Department, the Sacramento Police and Sacramento Sheriff's departments, and Sacramento Municipal Utilities District. The agencies will have the opportunity to evaluate the project in terms of design and service capabilities. The project falls within the jurisdiction of the California Department of Fish and Game (DFG) and the U.S. Fish and Wildlife Service

		(USFWS). The project is therefore regulated for impacts on special-status plants and wildlife by these agencies. The proposed project falls within the jurisdiction of the California Regional Water Quality Control Board (CRWQCB). The project is therefore regulated for water quality impacts by this agency.
	Policy 10 – Open Space and Natural Resources: It is the policy of the City to conserve and protect natural resources and planned open space areas, and to phase the conversion of agricultural lands to planned urban uses.	**Consistent.** The proposed project occurs within the Natomas Basin, which is recognized as habitat for several state and federal listed threatened and endangered species including giant garter snake, Valley elderberry longhorn beetle, and Swainson's hawk. The City of Sacramento prepared the "Natomas Basin Habitat Conservation Plan" in 1997. The plan was approved by DFG and USFWS and USFWS, DFG, and the City signed an "Implementation Agreement for the Natomas Basin Habitat Conservation Plan". DFG and USFWS issued an Incidental Take Permit to the City of Sacramento. The Federal Court later invalidated the Incidental Take Permit. An agreement was reached in March 2001 to settle state and federal claims against the Habitat Conservation Plan. The City is currently preparing a new Habitat Conservation Plan in order to obtain a valid Incidental Take Permit. The proposed project would be eligible for inclusion with the Permit should it be obtained. The Development Agreement between the project applicant and the City of Sacramento would stipulate inclusion. If it the Permit is not obtained, pursuant to Policy 9 above, the applicant would be required to obtain an Incidental Take Permit prior to construction.
	Policy 11 – Public Services: It is the policy of the City to provide a full range of adequate municipal services in order to meet resident and worker needs and to assure a healthy, orderly development and maintenance of its communities. It is important that these services are coordinated with the expected growth of the City.	**Consistent.** Public services, including potable water, water for fire fighting, fire protection services, law enforcement services, sewer service, storm drain service, and educational services are adequate to accommodate the proposed project. The Development Agreement will stipulate Development Fees for the project's proportional use. These fees are based on results of the North Natomas Nexus Study Update (August 1999) and enforced by the North Natomas Financing Plan.
Residential Land Use and Housing Element	Overall Goals	
	Goal A: Maintain and improve the quality and character of residential neighborhoods in the City.	**Consistent.** Adherence to NNDG ensures that the vision of a holistic community is developed. The NNDG protects and preserves the character of North Natomas.
	Goal B: Provide affordable housing for all income groups.	**Consistent.** The mix of planned housing types ensures that a variety of new housing will be available for a range of social and income levels.
	Goal C: Meet fair share regional housing needs for all economic segments within the City.	**Consistent.** The mix of planned housing types ensures that a variety of new housing will be available for a range of social and income levels.
	Residential Strategy	
	Goal A: Improve the quality of residential neighborhoods	**Consistent.** Adherence to NNDG ensures that

	Citywide by protecting, preserving, and enhancing their character.	the vision of a holistic community is developed. The NNDG protects and preserves the character of North Natomas.
	Policy 3: Utilize established Multiple-Family Design Guidelines in reviewing multiple-family development on a Citywide basis.	**Consistent.** Adherence to NNDG ensures that the vision of a holistic community is built. The NNDG protects and preserves the character of North Natomas.
	Policy 6: Prohibit the intrusion of incompatible uses into residential neighborhoods through adequate buffers, screening, and zoning practices.	**Consistent.** The proposed project is compatible with adjacent developments and represents an efficient growth pattern with its connection with the River View PUD.
	Policy 7: Protect and preserve architectural, cultural, and historic structures through the existing preservation program.	**Consistent.** The Witter Ranch Historic Farm occurs west of the project study area. The project will not affect the historic property. A 10-acre detention basin serves as an open space buffer between the proposed Low Density Residential designation and the historic property.
	Goal D: Maintain orderly residential growth in areas where urban services are readily available or can be provided in an efficient, cost-effective manner.	**Consistent.** Public services are adequate to accommodate the proposed project. The Development Agreement will stipulate Development Fees for the project's proportional use.
	Policy 2: Approve residential development only where City services are provided in a manner that meets the needs of the proposed development.	**Consistent.** Public services are adequate to accommodate the proposed project. The Development Agreement will stipulate Development Fees for the project's proportional use.
	Goal E: Provide appropriate residential opportunities to meet the City's required fair share of the region's housing needs.	**Consistent.** The mix of planned housing types ensures that a variety of new housing will be available for a range of social and income levels.
	Policy 1: Provide housing opportunities in newly developing communities and in large mixed-use developments in an effort to reduce travel time to and from employment centers.	**Consistent.** The proposed project is a large mixed-use development. The project includes 59.2 net acres of Mixed Use (EC – 50) land use designation. This designation is capable supporting up to 2,960 employees.
	Policy 2: Use mixed-use housing and employment centers to help meet housing needs and reduce traffic in new development within the City.	**Consistent.** The proposed project is a large mixed-use development. The project would designate 132.4 net acres for Low Density Residential, 20.1 net acres for Medium Density Residential. A total of approximately 1,123 housing opportunities could be developed on the project site.
	Policy 3. Establish guidelines for mixed-use projects and allow these uses in urbanized areas of the City where intensive development is planned.	**Consistent.** The proposed project seeks an amendment to the existing River View PUD to include the proposed project. The River View PUD Development Guidelines, used in conjunction with the SCC Zoning Ordinance, NNCP, and NNDG, provide further direction on the standards that will ensure that the project preserves the quality of development within the City of Sacramento.
Commerce and Industry Land Use Element	Overall Goals	
	Goal A: Maintain and enhance downtown's role as a regional office, retail, and employment center, with special emphasis given to promoting visitor service and cultural/entertainment uses.	**Consistent.** The proposed project will not affect the role of downtown. Planned light rail lines in the NNCP area will provide residents of North Natomas a way to work in the downtown that will lessen impacts on traffic and air quality. The light rail lines will also enable

	residents an opportunity to take advantage of the cultural/entertainment uses.
Goal C: Promote new employment opportunities, particularly for the underemployed and economically disadvantaged.	**Consistent.** The project involves 59.2 net acres of Mixed Use land use (EC – 50) and the potential development of 870,000 ft^2 of office space. The plan would not ensure that occupants of the space (employers) would hire underemployed or economically disadvantaged candidates, but will increase the overall number of available jobs.
Goal D: Promote economic vitality and diversification of the local economy.	**Consistent.** The project involves 59.2 net acres of Mixed Use land use (EC – 50) and the potential development of 870,000 ft^2 of office space. The plan will increase the overall number of available jobs. This will be a benefit for both the City of Sacramento and the North Natomas Community.
Regional Commercial and Office Areas	
Goal B: Promote development of mixed-use regional commercial and office projects.	**Consistent.** The proposed project is a large mixed-use development. The project involves 59.2 net acres of Mixed Use land use (EC – 50) and the potential development of 870,000 ft^2 of office space.
Policy 1: Strongly encourage new regional commercial and office centers to incorporate accessory uses.	**Consistent.** Adherence to NNDG ensures that commercial and office uses incorporate accessory uses. The NNDG provides specific ratios for planning accessory uses for commercial and office projects. The Employment Center PUD designation in the NNCP allows 0 – 10% net acres of Support Retail Goods and Services development.
Neighborhood/Community Commercial and Office Areas	
Goal A: Ensure that all areas of the City are adequately served by neighborhood/community shopping districts.	**Consistent.** The project seeks an amendment into the River View PUD. With its inclusion, the proposed project will be conveniently located near a neighborhood commercial use.
Goal B: Promote mixed-use development of neighborhood/community commercial districts through new construction and revitalization.	**Consistent.** Although the project does not propose to designate Neighborhood Commercial within the project area, the Employment Center will be required to develop accessory uses, which will provide services to employees and residents.

Table 8 provides an assessment of the consistency of the proposed land use designation changes with the Guiding Policies of the NNCP.

Table 8. Project Consistency with the NNCP Guiding Policies.

NNCP Element	NNCP Policies	Project Consistency
Residential Guiding Policies	A. Each neighborhood shall provide a variety of housing densities, types, and prices to enhance a neighborhood identity, serve the wide array of residents, and avoid monotony.	**Consistent.** The proposed project achieves a variety of densities – ranging from 5.3 dwelling units per acre to 21 dwelling units per acre. Opportunity exists for the development of 14.8 net acres of apartment complexes within the area designated for EC – 50 (25% of total Employment Center acreage). The River View PUD Development Guidelines stipulate that the developer shall be required to provide three different models each with three different elevations for the 50 – 100 homes developed. This achieves the NNCP standard of maximum 85 % of any dominant housing type and 5%

		minimum for any minor housing type. The Parkview Design Review Committee must approve each design. The mix of planned housing types ensures that a variety of new housing will be available for a range of social and income levels.
	B. Each neighborhood shall have an elementary school as its focal point located near the center of the area.	**Partially Consistent.** The proposed project occurs in Neighborhood 3. The project as proposed does not include construction of an elementary school. An elementary school is planned within the Gateway West PUD, which occurs in Neighborhood 2. However, the Gateway West PUD is adjacent to the proposed project site.
	C. Each dwelling should have convenient access to a commercial center. Convenient access should be provided along a local connection, such as a local street or pedestrian/bike path, or residential collector, rather than on an arterial street.	**Partially Consistent.** Although the project does not propose to designate Commercial within the project area, the Employment Center will be required to develop accessory uses, which will provide services to employees and residents. The project seeks amendment into the River View PUD. The existing River View PUD includes Commercial. With the project's inclusion in the River View PUD, residents will be conveniently located near a neighborhood commercial use.
	D. At least 80% of the dwelling units shall be within 880 feet of open space. Open space includes accessible public and private parks and parkways, drainage corridors, agricultural buffers, golf course, lakes, and other open space opportunities.	**Consistent.** As shown in Figure 9 in Appendix A, "880-foot Walking Map," 91% of the residential lots are within the 880 feet of open space opportunities.
	E. The formation of neighborhood associations should be encouraged to resolve common problems and undertake neighborhood projects based on utilization of available neighborhood resources.	**Partially Consistent.** The proposed project does not involve the formation of neighborhood associations nor does it impede the formation of such associations.
	F. Maintain a minimum jobs/housing ratio of 58% for the NNCP area and 66% for the city portion of the NNCP area.	**Partially Consistent.** The City of Sacramento considers projects that achieve the target densities for planned development to be consistent with the NNCP jobs/housing ratio. The project is nearly consistent with the target densities established in the NNCP. Low Density would develop at net density of 6 dwelling units per net acre (the target is 7 dwelling units per net acre). Medium Density would develop at 11.3 dwelling units per net acre (the target is 12 dwelling units per net acre).
Employment Center Guiding Policies	A. Designate Employment Centers along the light rail corridor, along both sides of Interstate 5, and elsewhere in the community in order to provide flexible, mixed-use employment centers that serve the needs of major employers and employees.	**Consistent.** The proposed project would designate 59.2 net acres of EC – 50 within an area already designated EC – 40. The area is along the west side of Interstate 5. Proposed RT Bus lines will provide connection to the proposed light rail corridor.
	B. Create mixed-use Employment Centers by allowing major employers and permitting support uses such as retail, residential, and light industrial uses in the EC designation.	**Consistent.** Adherence to NNDG ensures that commercial and office uses incorporate accessory uses. The NNDG provides specific ratios for planning accessory uses for commercial and office projects. The Employment Center PUD designation in the NNCP allows 0 – 10% net acres of Support Retail Goods and Services development.
	C. Locate the highest intensity EC uses along the light rail corridor to encourage interdependence between the transit service and land uses.	**Partially Consistent.** The proposed project would designate 59.2 net acres of EC – 50 within an area already designated EC – 40. The

	area is along the west side of Interstate 5. Proposed RT Bus lines will provide connection to the proposed light rail corridor.
D. Encourage further intensification of EC uses within 1/8 mile of the light rail stations once funding the construction of the light rail extension is assured.	**Partially Consistent.** The proposed project does not prevent intensification of Employment Center uses within 1/8 mile of the light rail stations. Proposed RT Bus lines will provide connection to the proposed light rail corridor.
E. Decrease the need for off-site auto trips during the day by requiring support retail within each EC PUD.	**Consistent.** Adherence to NNDG ensures that commercial and office uses incorporate accessory uses. The Employment Center PUD designation in the NNCP allows 0 – 10% net acres of Support Retail Goods and Services development.
F. Maintain or improve the 1986 jobs/housing ratio of 66% in the city portion of the NNCP area.	**Partially Consistent.** The City of Sacramento considers projects that achieve the target densities for planned development to be consistent with the NNCP jobs/housing ratio. The project is nearly consistent with the target densities established in the NNCP. Low Density would develop at net density of 6 dwelling units per net acre (the target is 7 dwelling units per net acre). Medium Density would develop at 11.3 dwelling units per net acre (the target is 12 dwelling units per net acre).
G. Improve the jobs/housing link by permitting residential uses in close proximity to the major employers.	**Consistent.** The proposed project will designate 52 net acres for Low Density Residential, 80.3 net acres for Medium Density Residential, 20.1 net acres for High Density Residential, and 59.2 net acres for EC – 50 within the Parkview Subunit of the River View PUD.

The proposed project is mostly consistent with SCC Title 17, Zoning. The Parkview Project is consistent with SCC Title 17 in that:

- The proposed project conforms to the density requirements of SCC Title 17.20.
- The proposed amendments to the River View PUD Schematic Plan and Guidelines do not alter the height or setback requirements by more than five feet or 10%.
- The proposed project does not alter densities of development within the River PUD.
- The existing River View PUD Development Guidelines require developers within the PUD to obtain a Special Permit from the City of Sacramento prior to construction. The proposed project follows sound principles of land use; is not injurious; and is consistent with the SGPU and NNCP.

The proposed amendments to the River View PUD Schematic Plan and Guidelines are not consistent with SCC Title 17 in that the project would change the types of land uses within the existing PUD. The proposed project would include the addition of 4.2 acres of Institutional land use to the existing River View PUD. This would occur within an area to be zoned EC – 50 adjacent to a proposed park use. The existing PUD contains 50.3 acres of EC zone. The Parkview Project would add 60.4 acres of EC – 50 to the existing Riverview PUD for a total of 110.7 acres of EC – 50. The addition of the 4.2 acres of Institutional land use would result in a benefit to the River View PUD because the Institutional land use would provide a focal point to the EC – 50, as well as to the proposed park.

Level of Significance: Because the Parkview Project is consistent with the SGPU, mostly consistent with the NNCP, and nearly consistent with the SCC Zoning Ordinance, the proposed land use designation changes, zone changes, and amendment of the River View PUD to include the Parkview Project, are considered less than significant.

Mitigation Measures: None required.

b) Would the proposal conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project?

Answer: Potential Impact.

Potential Impacts: The proposed project would develop 242.6 gross vacant and ongoing agricultural acres within the Natomas Basin. The Natomas Basin is recognized as habitat for several state and federal listed threatened and endangered species including giant garter snake, Valley elderberry longhorn beetle, and Swainson's hawk. The take of individual state or federal species and/or the elimination of habitat for state and federal species would be considered a significant impact under CEQA. The project is within the jurisdiction of DFG and USFWS. These resource agencies regulate the project for impacts on special-status plants and wildlife. It is the policy of the City of Sacramento to cooperate with the region's various public jurisdictions on matters of mutual interest including environmental issues (SGPU, C-37). The City of Sacramento will therefore not approve projects that would violate the regulatory authority of DFG and USFWS.

Pursuant to Policy 9 (Local and Regional Government) and Policy 10 (Open Space and Natural Resources Conservation) on page C-37 of the SGPU, the City of Sacramento prepared the "Natomas Basin Habitat Conservation Plan" in 1997. The plan was approved by DFG and USFWS. The City, USFWS, and DFG signed an "Implementation Agreement for the Natomas Basin Habitat Conservation Plan". DFG and USFWS issued an Incidental Take Permit to the City of Sacramento. The Federal Court later invalidated the Incidental Take Permit. An agreement was reached in March 2001 to settle state and federal claims against the Habitat Conservation Plan. The City is currently preparing a new Habitat Conservation Plan in order to obtain a valid Incidental Take Permit. The proposed project would be eligible for inclusion with the Permit should it be obtained. The Development Agreement between the project applicant and the City of Sacramento would stipulate the project's inclusion. If it the Permit were not obtained, pursuant to Policy 9 above, the applicant would be required to obtain an Incidental Take Permit prior to construction.

Level of Significance: The proposed project is a discretionary action by the City of Sacramento. The City has committed to preserve the imminent loss of habitat in the Natomas Basin by conditioning projects to mitigate for the loss of habitat. Therefore, the project will conform to the City of Sacramento's policies as well as to CEQA, the California Endangered Species Act, and the Federal Endangered Species Act. Potential impacts of the proposed project related to environmental plans or policies are considered less than significant.

Mitigation Measures: None required.

c) Would the proposal be incompatible with existing land use in the vicinity?

Answer: No. Adjacent land uses are either developed as mixed-use residential communities or are designated for development as mixed-use residential communities.

d) Would the proposal affect agricultural resources or operations (e.g. impacts to soils or farmlands, or impacts from incompatible land uses)?

Answer: Potential impact.

Potential Impacts: The proposed project would develop 242.6 acres of land identified as Prime Agricultural Soils – Irrigated in 1984 by the SGPU (SGPU, T-17). The determination is based on soil survey data and soil maps for the Soil Survey of Sacramento County, CA prepared by the U.S. Conservation Service in 1986 (now called Natural Resource Conservation Service – NRCS) and data obtained from the California Department of Water Resources.

The SGPU identified the conversion of Prime Agricultural Land in the North Natomas area as a significant impact, for which no mitigation was feasible. No part of the project area was designated for Agricultural

use. Therefore, by adopting the General Plan, the City of Sacramento has planned for the significant impact on a program level.

Level of Significance: The final conversion of the Prime Agricultural Land is a significant unavoidable impact on a program level and a less than significant impact on a project level.

Mitigation Measures: None required.

e) Would the proposal disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?

Answer: No.

2. Population/ Housing

Would the proposal:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Cumulatively exceed official regional or local population projections?	☐	☐	☒	☐
b) Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure?)	☐	☐	☒	☐
c) Displace existing housing, especially affordable housing?	☐	☐	☐	☒

Criteria for Determining Significance

The evaluation of significance on population housing is based on questions 2. a-c in the environmental checklist.

Impact Mechanisms

Proposed projects that would introduce substantial population growth or make it possible for such growth to occur would significantly affect population and housing. Projects that would displace substantial housing or necessitate the construction of replacement housing could also have a significant impact.

Environmental Setting

The project is located within the NNCP area of the City of Sacramento. Interstate 5 bounds the project area to the east and San Juan Road bounds the project to the south. The River View PUD occurs south of San Juan Road. The project area will be bisected by the planned South Loop Road. Detention Basin 7a borders the project area on the west, south of the planned South Loop Road. The Gateway West PUD borders the project area to the west and to the north, north of the planned South Loop Road. The project area is currently designated by the SGPU for Low Density Residential, Mixed Use, Park/Recreation/Open Space, Public/Quasi-Public, and Transportation/Utilities. The NNCP designates the project area for EC – 40, Institutional, Low Density Residential, Medium Density Residential, Parks/Recreation/Open Space, and Transportation/Circulation. The project study area is currently zoned for Agriculture – Open Space PUD and Manufacturing, Research and Development PUD.

The SGPU projects the population of North Natomas to increase to 69,899 by 2016. North Natomas is projected to contain 13.3% of the SGPU's build out population and capture 31.6% of the City's growth between 1986 and 2016 (SGPU, E-25). The NNCP projects a population of 66,495 for the year 2016 (NNCP, 14). Table 9 shows a population estimate for the project site under its existing NNCP land use designations and Table 10 shows a population estimate for the project site under the proposed NNCP land use designations.

Table 9. Project Site Population Estimate Based on Existing NNCP Land Use Designation

NNCP Designation	Existing Net Acres	Dwelling Units	People/DU	Population*
Low Density Residential (7 DU/acre)	76.6	536	2.55	1,367
Medium Density Residential (12 DU/acre)	71.1	853	1.91	1,629
Employment Center (25% at 22 DU/acre)**	17.2	374	1.54	576
Total:	164.9	1,763	-	3,572

- = Not applicable
* Rounded to the nearest integer
** The Employment Center PUD allows development of 25% of the net acreage to be developed as high-density apartment housing. The site is currently designated for 68.8 acres of EC – 40.

Table 10. Project Site Population Estimate Based on Proposed NNCP Land Use Designation

NNCP Designation	Proposed Net Acres	Dwelling Units	People/DU	Population*
Low Density Residential	52	364	2.55	928
Medium Density Residential	80.3	964	1.91	1,841
High Density Residential	20.1	442	1.54	681
Employment Center (25% at 22 DU/acre)**	14.8	326	1.54	502
Total:	167.2	2,096	-	3,952

- = Not applicable
* Rounded to the nearest integer
** The Employment Center PUD allows development of 25% of the net acreage to be developed as high-density apartment housing. The project proposes to designate 55.3 acres for EC – 50.

Impact Assessment

a) Would the proposal cumulatively exceed official regional or local population projections?

Answer: Potential impact.

Potential Impact: As it was designated in the NNCP, the project study area could result in a population increase of 3,572 people. The project, as proposed, could result in a population increase of 3,952. The proposed project would result in a population increase of 380 (11%) more people than what was planned for by the City of Sacramento in the NNCP.

Impact Significance: The proposed project is mostly consistent with the NNCP. Therefore, this potential impact is considered less than significant.

Mitigation Measures: None required.

b) Would the proposal induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure?)

Answer: Potential Impact.

Potential Impacts: The proposed project will involve the development of 242.6 gross vacant acres. The development could lead to a population increase of 3,952 people. The population increase is only 380 (11%) more people than the development planned in the NNCP. Furthermore, 216.5 acres of the project site was designated for residential and mixed-use development under the SGPU.

Level of Significance: The proposed project is consistent with the SGPU and NNCP. Therefore, the substantial growth on the project site is considered a less than significant impact.

Mitigation Measures: None required.

c) Would the proposal displace existing housing, especially affordable housing?

Answer: No. The proposed project will not displace existing housing and will not deter the construction other planned developments.

3. Geology/ Soils

Would the proposal result in or expose people to potential impacts involving:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Fault rupture?	☐	☐	☐	☒
b) Strong seismic ground shaking?	☐	☐	☒	☐
c) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
d) Landslides?	☐	☐	☐	☒
e) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
f) Expansive soil, creating substantial risks to life or property?	☐	☐	☒	☐
g) A geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐

Criteria for Determining Significance

The evaluation of significance on geology and soils is based on questions 3 a-g in the environmental checklist.

Impact Mechanisms

Geology, seismicity, and soil impact mechanisms include constructing structures not capable of withstanding seismic events and/or accelerated erosion caused by soil disturbance.

Environmental Setting

The proposed is located on the northwest corner of the San Juan Road overpass at Interstate 5, in the City of Sacramento, CA. The project study area occurs on the Taylor Monument USGS Topographic Quadrangle (T9N, R4E, Sections 14 and 15). The project is located within the SGPU area and the NNCP area. Elevation of the project study area ranges from 3 feet above sea level to 15 feet above sea level. Terrain in the project study area exhibits very little relief. The project site drains from the northeast to the southwest.

Raney Geotechnical (Raney) conducted soil investigations and prepared a *Soil Investigation Parkview Subdivision Report* (Raney, 2000a) and a *Preliminary Soil Investigation Natomas Crossing Freeway Commercial Properties Report* (Raney, 2000b). The investigations included drilling 27 test borings to a maximum depth of 20 feet below site grade. The samples were then analyzed in the laboratory to determine earthwork, pavement design sections for public roads, parking and driveway pavements, foundation, and floor support recommendations. Copies of these reports are available at the City of Sacramento.

Geology
Surface sediments within the project study area derive from the Victor Formation. The Victor Formation is a complex mixture of consolidated, ancient river-borne sediments of all textures. Weathering has caused a hardpan layer to develop near the surface, allowing moderate-to-low rate of rainwater infiltration (SGPU, T-1).

Seismic Hazards
No known faults or Alquist-Priolo special studies zones occur in or adjacent to the City of Sacramento, therefore no known hazard of surface rupture exists (SGPU, T-3).

However, thirteen major faults occur within a 62 mi radius of the City of Sacramento. SGPU reports that the City of Sacramento occurs in the California Department of Mines and Geology's (CDMG) "low" and "moderate" earthquake severity zones corresponding to the probable maximum intensity of VII-VII (Modified Mercalli Scale). The Mercalli Scale quantifies the severity of an earthquake on a scale from I (Not felt) to XII (Damage total). An earthquake rated VI = felt by all; many are frightened and run out doors (damage slight); VII = everybody runs out doors (damage negligible in buildings of good design); and VIII = damage slight in specially designed buildings (considerable damage in ordinary substantial buildings). The highest earthquake severity experienced in Sacramento in recorded history is VI (SGPU, T-6 – T-11).

Liquefaction is the transformation of a granular material from a solid state to a liquid state as a consequence of increased pore-water pressures. Liquefaction can occur in low-lying areas that are comprised of unconsolidated, saturated, clay-free sands and silts. Saturated, sandy soils in loose-to-medium dense condition have been observed to liquefy during earthquakes ranging from an intensity of 5.5 – 8.5 on the Richter Scale. The SGPU reports that the City of Sacramento occurs within the liquefaction opportunity zone of maximum credible earthquakes. Only through geologic mapping, based on deep subsoil borings, can liquefaction potential can be estimated.

Soils
Based on Natural Resource Conservation Service soil maps for the Soil Survey of Sacramento County, CA (NRCS April 1993), the project study area contains the soils listed and described below. The soils "115-Clear Lake clay, hardpan substratum, drained, 0 to 1 percent slopes" and "128-Cosumnes silt loam, drained, 0 to 2% slopes" are classified by NRCS as hydric soils (NRCS March 1992). Loam is described as soils containing 7 – 27% clay, 28 – 50% silt, and less than 52% sand.

115-Clear Lake clay, hardpan substratum, drained, 0 to 1 percent slopes. This very deep and deep, artificially drained soil is in basins. Permeability is slow. Available water capacity is moderate. The depth to a seasonal high water table is mainly 60 to 72 inches in winter and early spring, but it can be at a depth of 48 to 60 inches for short periods. The shrink-swell potential is high. Runoff is very slow. Water erosion is a slight hazard or is not a hazard at all. The soil is subject to rare flooding.

The main limitations affecting urban uses are the high shrink-swell potential, low strength, the depth to a seasonal high water table, the slow permeability, the very slow runoff, the flooding, and the sloughing. Sloughing is a hazard in shallow excavations, such as trenches and holes. Proper design and grading specifications can minimize the limitations of the Clear Lake clay soils.

128-Cosumnes silt loam, drained, 0 to 2% slopes. This very deep, artificially drained soil is on low flood plains. Permeability is slow. Available water capacity is high. The water table is high because of seepage and generally is maintained below a depth of 36 inches by pumping. The shrink-swell potential is high. Runoff is very slow. Water erosion is a slight hazard. The soil is subject to rare flooding.

213-San Joaquin silt loam, leveled, 0 to 1 percent slopes. This soil is moderately well drained, permeability is very slow, runoff is very slow and erosion is a slight hazard or is not a hazard at all. The shrink-swell potential is high.

214-San Joaquin silt loam, 0 to 3 percent slopes. This moderately deep, moderately well drained soil is on low terraces. Permeability is very slow. Water is perched above the claypan for short periods after heavy rainfall in winter and early spring and after heavy irrigation. Available water capacity is low. Runoff is slow and erosion is a slight. The shrink-swell potential is high.

Regulatory Setting

Sacramento City Code

SCC Title 15.20 Uniform Building Code (UBC), 15.84 Official Grades, and 15.88 Grading, Erosion, and Sediment Controls provide standards and specifications that ensure that soil erosion potential is minimized. UBC also regulates development to assure that structural damage resulting from soil hazards, liquefaction, and ground shaking during an earthquake will be less than significant.

National Pollution Discharge Elimination System Permit (NPDES)

Point source discharge of pollutants into "navigable water" is regulated through the NPDES. All point source discharges must have an NPDES permit (33 U.S.C. 1311). Ground disturbing activities, such as grading, in excess of 5 acres requires an NPDES permit from the Regional Water Quality Control Board.

Impact Assessment

a) Would the proposal result in or expose people to potential impacts involving fault rupture?

Answer: No. No known faults or Alquist-Priolo special studies zones occur in or adjacent to the City of Sacramento, therefore no known hazard of surface rupture exists (SGPU, T-3).

b) Would the proposal result in or expose people to potential impacts involving strong seismic ground shaking?

Answer: Potential impact.

Potential impact: The project proposes to develop 242.6 acres in a “moderate” earthquake severity zone. Thirteen major faults occur within a 62 mi radius of the City of Sacramento. The SGPU reports that the City of Sacramento occurs in the CDMG “low” and “moderate” earthquake severity zones corresponding to the probable maximum intensity of VII-VIII (Modified Mercalli Scale).

The SCC 15.20 UBC provides standards and specifications to assure that structural damage resulting from ground shaking during an earthquake will be less than significant.

Level of Significance: Adherence to SCC 15.20 UBC reduces potential impacts to less than significant.

Mitigation Measures: None required.

c) Would the proposal result in or expose people to potential impacts involving seismic-related ground failure, including liquefaction?

Answer: Potential impact.

Potential Impact: The project proposes to develop 242.6 acres within a liquefaction opportunity zone. The SGPU reports that the City of Sacramento is within the liquefaction opportunity zone (5.5 – 8.5 on the Richter Scale) of maximum credible earthquakes. Only through geologic mapping, based on deep subsoil borings, can liquefaction potential can be estimated.

The SCC 15.20 UBC provides standards and specifications to assure that structural damage resulting from liquefaction during ground shaking earthquakes will be less than significant.

Level of Significance: Adherence to SCC 15.20 UBC reduces potential impacts to less than significant.

Mitigation Measures: None required.

d) Would the proposal result in or expose people to potential impacts involving landslides?

Answer: No. The project site has little topographical relief. The proposed project does not occur in an area subject to landslides.

e) Would the proposal result in substantial soil erosion or the loss of topsoil?

Answer: Potential impact.

Potential Impact: The project will require grading of 242.6 acres. The grading of 242.6 acres could increase the potential for soil erosion. However, erosion hazards throughout the SGPU area are considered less than significant (SGPU, T-18). SCC Title 15 Chapter 15.88 Grading, Erosion, and Sediment Controls provides standards and specifications that ensure that soil erosion potential is minimized. This project is subject to an NPDES permit program administered by RWQCB. Because the project proposes to disturb more than 5 acres of soil, the project proponent is required to obtain an NPDES permit from RWQCB. The preparation of a SWPPP is a requirement of the NPDES permit. Adherence to the NPDES permit policy will minimize potential erosion impacts.

Level of Significance: Less than significant.

Mitigation Measures: None required.

f) Would the proposal result in or expose people to potential impacts involving expansive soil, creating substantial risks to life or property?

Answer: Potential impact.

Potential Impact: The project proposes to develop 242.6 acres of residential and mixed-use on soils identified by NRCS to have high shrink swell potential. Development on expansive soils could subject property to the hazard of structural damage (SGPU, T-18).

Test data indicate that the clays present within the upper two to eight feet across most of the property are of moderate to high plasticity and have significant potential for developing swelling pressures with variations in moisture content (Raney 2000b). Expansive clays can cause distress to floor slabs, foundations, and flatwork unless special measures are undertaken (Raney 2000b). Due to the high expansion potential of most soils on the site, chemical treatment or over-excavation to a depth of 24 inches would be required to provide adequate reduction in expansive soil movements (Raney 2000b). A post-tensioned slab foundation system can be effective at reducing expansive soil effects (Raney 2000b). The final alternative presented in the Raney report is a reinforced conventional foundation and slabs together with soil pre-saturation (Raney 2000b). The Raney reports provide specific design and procedure recommendations and specifications to reduce potential significant effects from soil expansion. Copies of the Raney reports are available at the City of Sacramento.

The SCC 15.20 UBC also provides standards and specifications to assure that structural damage resulting from expansive soils will be less than significant.

Level of Significance: Adherence to the recommendations of the Raney reports and to SCC 15.20 UBC reduces potential impacts to less than significant.

Mitigation Measures: None required.

g) Would the proposal result in or expose people to potential impacts involving a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Answer: Potential impact.

Potential Impact: The proposed project study area is located on level and stable terrain. No segment of the project is anticipated to be subject to on-site landslide, lateral spreading, subsidence, liquefaction, or collapse. Development within the SGPU area would not subject property to any known or inferred hazard of damage due to subsidence (SGPU, T-18).

Raney encountered groundwater at a depth of 13 feet on the lower north end of the northerly portion of the project study area (Raney 2000a). On the southerly portion, groundwater was encountered between seven to 18 feet (Raney 2000a). Raney's experience in the area indicates that groundwater levels fluctuate with rainfall and irrigation/drainage practices (Raney 2000a). On the lowest elevations onsite, groundwater levels can rise within a few feet of the surface (Raney 2000a). On most intermediate elevations of the site, groundwater levels of between five and ten feet below the ground surface can be expected (Raney 2000a). Based on this information Raney anticipates that the permanent groundwater table will remain at least a few feet below building pad levels and will not have a significant effect on the completed housing construction (Raney 2000a).

Utility excavations approaching ten feet or more in depth may encounter groundwater year round (Raney 2000a). Because of the low permeability of surface soils within the upper eight feet of the soil profile, the quantity of groundwater inflow into shallow excavations is expected to be relatively minor (Raney 2000a). Subgrades cut within a few feet of the groundwater level may have high moisture contents that render them unstable under construction equipment (Raney 2000a). Stabilization procedures such as chemical treatment or use of geotextile fabric and rock may be required on road subgrades (Raney 2000a). Due to poor drainage, surface and near surface clayey soils can become saturated and unstable during the wet season (Raney 2000a). Saturated soils would require considerable aeration to achieve a moisture content that will allow compaction (Raney 2000a). This condition should be considered in scheduling earthwork construction (Raney 2000a). The Raney reports provide specific design and procedure recommendations and specifications to reduce potential significant effects from groundwater levels. Copies of the Raney reports are available at the City of Sacramento.

The SCC 15.20 UBC also provides standards and specifications to assure that structural damage and risks to construction equipment resulting from high groundwater levels will be less than significant.

Level of Significance: Adherence to the recommendations of the Raney reports and to SCC 15.20 UBC reduces potential impacts to less than significant.

Mitigation Measures: None required.

4. Water

Would the proposal result in:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?	☐	☐	☒	☐
b) Exposure of people or property to water-related hazards such as flooding?	☐	☐	☐	☒
c) Discharge into surface waters or other alteration of surface water quality (e.g., temperature, dissolved oxygen, or turbidity)?	☐	☐	☒	☐
d) Changes in the amount of surface water in any water body?	☐	☐	☒	☐
e) Changes in currents, or the course, or direction of water movements?	☐	☐	☐	☒
f) Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations or through substantial loss of groundwater recharge capability?	☐	☐	☐	☒
g) Altered direction or rate of flow of groundwater?	☐	☐	☐	☒
h) Impacts on groundwater quality?	☐	☐	☒	☐
i) Substantial reduction in the amount of groundwater otherwise available for public water supplies?	☐	☐	☐	☒

Criteria for Determining Significance

The potential for significant impacts on hydrologic conditions and water quality from construction activities was evaluated based on the intensity, duration, and timing of the various disturbances on aquatic and riparian resources.

State water quality standards (WQSs) set criteria for parameters which these ranges of values to represent threshold values over (or under) which the exceedance may become significant. The location and magnitude of an impact influence whether a parameter will be significantly affected (personal communication, S. McConnell, California Regional Water Quality Control Board, Central Valley Region). The WQS for construction projects is the disturbance of 5 or more acres of soil. Disturbance of 5 or more acres of soil requires an NPDES permit from the RWQCB.

Impact Mechanisms

Potential construction-related impact mechanisms for water quality include the following:

- Grading associated soil disturbance could cause increased erosion and sedimentation in drainages and wetlands. Construction equipment could compact soils, leading to accelerated runoff and concentration in localized areas prone to sheet erosion and gullying. Disturbing ditch lines, which function as extensions of the stream network, also could result in fine sediment deposition into natural stream courses.
- Hazardous materials associated with the proposed project will be limited to those substances associated

with construction equipment, such as gasoline and diesel fuels, engine oil, and hydraulic fluids. An accidental spill of these substances could contaminate drainages, soils, wetlands, and other environmentally sensitive areas.

Potential operation-related impact mechanisms for water quality include the following:

- Reduction of permeable surfaces resulting from development, including asphalt-paved areas, could cause increased urban run-off into the existing stormwater system.
- Hazardous materials, such as gasoline and diesel fuels, engine oil, and hydraulic fluids, could be contributed to the stormwater system.

Environmental Setting

The proposed project is located on the northwest corner of the San Juan Road overpass at Interstate 5, in the City of Sacramento, CA. The project study area occurs on the Taylor Monument USGS Topographic Quadrangle (T9N, R4E, Sections 14 and 15). The project is located within the SGPU area and the NNCP area. Elevation of the project study area ranges from 3 feet above sea level to 15 feet above sea level. Terrain in the project study area exhibits very little relief. The project site drains from the northeast to the southwest.

The Sacramento flood control system diminishes the extent of flood hazard areas, and no portions of the SGPU area beyond the leveed channels and floodplains of the Sacramento and American rivers are subject to flooding by a 100-year run-off event (SGPU, W-3). However, several portions of the SGPU area are considered to be subject to flooding from overflow of local creeks and drainage canals during a 100-year event (SGPU, W-5). No portion of the proposed project occurs in a 100-year floodplain (personal communication, D. Schamber, City of Sacramento Department of Utilities).

The Water Division of the City of Sacramento, Department of Utilities, provides water to the project site. Approximately 75% of the potable water for the entire City is obtained from surface waters, the American and Sacramento Rivers and the remaining 25% is obtained from wells (personal communication, D. Schamber City of Sacramento Department of Utilities). The North Natomas area is served primarily by surface sources such as the American and Sacramento Rivers (personal communication, D. Schamber, City of Sacramento Department of Utilities). The Natomas Mutual Water Company provides surface irrigation water (SGPU, H-1).

Regulatory Setting

City of Sacramento General Plan
The Water Division of the City of Sacramento, Department of Utilities, provides water to the project site. City water is provided to areas in the City as they develop. Placement and sizing of water transmission and distribution lines are determined by City Staff. After the water distribution facilities have been installed, the City operates and maintains the system (SGPU, H-7).

North Natomas Community Plan
Prior to any development occurring, the City Utilities Department must verify that adequate water supply system capacity exists to serve the specific project or will be provided through a funded program and/or a condition of approval of the project (NNCP, 74).

Sacramento City Code
SCC Title 15.20 Uniform Building Code (UBC), 15.84 Official Grades, and 15.88 Grading, Erosion, and Sediment Controls provide standards and specifications that ensure that soil erosion potential is minimized. SCC Title 15.88.260 Post-construction Erosion and Sediment Control Plan (PC plan) is required for all projects to control surface runoff and erosion and retain sediment on a particular site after all planned final improvements and/or structures have been installed or erected. The PC plan shall be prepared and submitted concurrently with the final grading plan.

SCC Title 15.92 Landscaping Requirements for Water Conservation defines standards and procedures for the

design, installation, and management of landscapes in order to utilize available plant, water, land, and human resources.

National Pollution Discharge Elimination System Permit

Point source discharge of pollutants into "navigable water" is regulated through the National Pollution Discharge Elimination System Permit (NPDES). All point source discharges must have an NPDES permit (33 U.S.C. 1311). Ground disturbing activities, such as grading, in excess of 5 acres requires an NPDES permit from the Regional Water Quality Control Board (RWQCB). The preparation of a Stormwater Pollution Prevention Plan (SWPPP) is a requirement of the NPDES permit. Hazardous material spill prevention and spill cleanup Best management practices (BMPs), set-forth by the California Stormwater Task Force, March 1993, are included in the SWPPP. Adherence to the SWPPP reduces the potential for accidental discharge of hazardous materials to a level of less than significant and minimizes potential impacts to water quality.

Impact Assessment

a) Would the proposal result in changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?

Answer: Potential impact.

Potential Impact: The proposed project would increase the amount of impervious surface area on the project site. The increase in the amount of impervious area would increase the amount of surface runoff. The impervious surfaces will require an on-site storm drain system to deliver runoff from the site to Detention Basin 7a and the Natomas West Drainage Canal.

Storm water from building roofs will be routed either directly into the underground storm drainage system or will drain from roof down spouts across paved areas and be collected in parking lot drain inlets. The parking lots will sheet drain into on-site drain inlets. The on-site drainage system will discharge to a pipe system that is connected to Detention Basin 7a. Detention Basin 7a provides water quality treatment and regulates the discharge of drainage to 0.1cfs/acre for storms up to the 100-year return storm.

Level of Significance: Less than significant.

Mitigation Measures: None required.

Significance after Mitigation: None required.

b) Would the proposal result in exposure of people or property to water-related hazards such as flooding?

Answer: No. The proposed project does not occur within a 100-year flood plain.

The River View PUD Guidelines stipulate that design must conform to the CFMP. The Guidelines state that all new residential subdivisions shall identify public refuge locations or have a minimum of 50% of residential units with a top plate at or above the base flood elevation. Public refuge locations must be located within one mile of the site and may include commercial and office buildings, levees, schools, or other public facilities with roof access. Each development within the River View PUD is required to obtain a Special Permit prior to approval. Evidence that the project conforms to the CFMP is a condition of the Special Permit approval.

c) Would the proposal result in discharge into surface waters or other alteration of surface water quality (e.g., temperature, dissolved oxygen, or turbidity)?

Answer: Potential impact.

Potential Impact: Grading activities could temporarily result in a minimal increase in siltation and sedimentation into the existing stormwater system. The project as proposed will require grading of 242.6 acres for the development of the project site. The project is subject to the Comprehensive Stormwater

Management Plan and SCC Title 15.88 Grading, Erosion, and Sediment Controls, which provides standards and specifications that ensure that impacts to water quality are minimized during construction activities. Under SCC Title 15.88.260 Post-construction Erosion and Sediment Control Plan (PC plan), the project is required to prepare a PC plan. The PC Plan controls surface runoff and erosion and retains sediment on a particular site after construction. These standards and specifications conform to the Precautionary Measures for Construction outlined in the SGPU.

This project is regulated by the NPDES administered by RWQCB. Because the project proposes to disturb more than 5 acres of soil, the project proponent is required to obtain an NPDES permit from RWQCB.

Level of Significance: Adherence to SCC and the NPDES permit requirements will reduce potential impacts to less than significant.

Mitigation Measures: None required.

d) Would the proposal result in changes in the amount of surface water in any water body?

Answer: Potential Impact.

Potential Impact: Urban runoff from the residential and mixed-use development would increase the amount of surface runoff to Natomas West Drainage Canal and then to the Sacramento River. However, the project is subject to the Comprehensive Stormwater Management Program and SCC Title 15.88.260 Post-construction Erosion and Sediment Control Plan (PC plan). The project is required to prepare a PC plan. The PC Plan controls surface runoff and erosion and retains sediment on a particular site after construction. These standards and specifications conform to the Precautionary Measures for Construction outlined in the SGPU. Adherence to the City's regulations would be effective in reducing the volume of surface runoff from the site.

Level of Significance: Less than significant.

Mitigation Measures: None required.

e) Would the proposal result in changes in currents, or the course, or direction of water movements?

Answer: No. The project will not directly affect any watercourse.

f) Would the proposal result in a change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations or through substantial loss of groundwater recharge capability?

Answer: No. Agricultural wells within the project study area will be taken out of service. Therefore, the proposed project would decrease withdrawals from the groundwater supply.

g) Would the proposal result in altered direction or rate of flow of groundwater?

Answer: No.

h) Would the proposal result in impacts on groundwater quality?

Answer: Potential impact.

Potential Impact: The proposed project will develop 242.6 acres of residential and mixed-use land uses. The project would result in an increase in pollutants generated in the area. Pollutants from urban uses may arise from erosion of disturbed areas, deposition of particles derived from automobile exhaust, corrosion or decay of building materials, rainfall contact with toxic substances, decomposition of plant materials, and spills of toxic materials on surfaces which receive rainfall. However, the project will reduce the area

of permeable soil, causing runoff. Furthermore, the soils that occur on the project site were identified by NRCS as having slow to very slow permeability (NRCS April 1993). Impacts of pollutants contributed by the project are likely to be concentrated as runoff and not as recharge of the groundwater supply. Detention Basin 7a provides water quality treatment of runoff resulting from the project.

Level of Significance: Less than significant.

Mitigation Measures: None required.

i) Would the proposal result in substantial reduction in the amount of groundwater otherwise available for public water supplies?

Answer: No. Agricultural wells within the project study area will be taken out of service. Therefore, the proposed project would decrease withdrawals from the groundwater supply. Furthermore, 75% of the City of Sacramento obtains water from surface sources.

5. Air Quality

Would the proposal:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Violate any air quality standard or contribute to an existing or projected air quality violation?	☐	☒	☐	☐
b) Expose sensitive receptors to pollutants?	☐	☒	☐	☐
c) Alter air movement, moisture, or temperature, or cause any change in climate?	☐	☐	☒	☐
d) Create objectionable odors?	☐	☐	☒	☐

Criteria for Determining Significance

The "Air Quality Thresholds of Significance" manual (Manual; 1994 First Edition) published by the Sacramento Metropolitan Air Quality Management District (SMAQMD) provides the means to identify the potential significant adverse impacts of the proposed project. The Manual evaluates projects in three phases: Phase I (grading phase), Phase II (construction of roadways, structures, and facilities), and Operational Phase (long-term emissions). Significance thresholds for the three phases of a project are listed below.

Phase I Quantitative Short-term Emission Thresholds
Reactive Organic Gasses (ROG) = 85 pounds per day (ppd)
Oxides of Nitrogen (NOx) = 85 ppd
Respirable Particulate Matter (PM10) = 275 ppd

Phase II Quantitative Short-term Emission Thresholds
ROG = 85 ppd
NO_x = 85 ppd
PM_{10} = 275 ppd

Operational Phase Quantitative Long-term Emission Thresholds
ROG = 85 ppd
NO_x = 85 ppd
PM_{10} = 275 ppd

Ambient Air Quality – Emissions Concentrations
The California Ambient Air Quality Standards (CAAQS) are the criteria for emissions concentrations significance. A project (or project phase) is considered significant if:

1) The project's contribution violates CAAQS CO threshold of 20.00 parts per million (ppm) in peak 1-hour or 9.00 ppm in 8-hour samples; or

2) The project's contribution plus the background level violates the CAAQS CO threshold of 20.00 ppm in peak 1-hour or 9.00 ppm in 8-hour samples; and
   a) A sensitive receptor is located within a quarter-mile of the project, or
   b) The project's contribution exceeds five percent of the CAAQS threshold of 20.00 ppm in peak 1-hour or 9.00 ppm in 8-hour samples.

Qualitative Long-term Emission Thresholds

- Potential to create or be near an objectionable odor.
- Potential for accidental release of air toxic emissions or acutely hazardous materials.
- Potential to emit an air toxic contaminant regulated by SMAQMD or listed on a federal or state air toxic list.
- Burning of hazardous, medical, or municipal waste as waste-to-energy facility.
- Potential to produce a substantial amount of wastewater or potential for toxic discharge.
- Sensitive receptors located within a quarter mile of toxic emissions or near CO hot spots.
- Carcinogenic or toxic contaminant emissions that exceed or contribute to an exceedence of SMAQMD action level for cancer (one in one million), chronic and acute risks.

On page A-3 of the Manual (SMAQMD), Table A-4 identifies the approximate size of some typical development types that may have emissions that exceed the quantitative thresholds listed above. The trigger levels are intended as a general indication of projects that are near the threshold and do not necessarily obviate the model for analysis provided in the Manual (SMAQMD). The SMAQMD recommends further analysis for projects within 10% of the trigger level.

Significance Criteria Trigger Levels

- Single Family Housing 340 dwelling units
- Office Park 290,000 square feet

Impact Mechanisms

Dust created during construction and emissions from Phase I and Phase II construction activities (including vehicle trips from construction employees) are sources of impacts on air quality. Long-term impacts on air quality arise from vehicle trips to and from residential and employment center land uses during the Operational Phase.

Environmental Setting

The project site is located within the Sacramento Valley, which is bounded by the coast range to the west and the Sierra Nevada to the east. A sea level gap in the Coast Range is located to the southwest and the intervening terrain is flat. The prevailing wind direction is from the southwest, resulting in marine breezes. During the winter, northerly winds occur more frequently, but southerly winds predominate.

The air quality of a region is determined by the air pollutant emissions (quantities and type of pollutants measured by weight) and by ambient air quality (the concentration of pollutants within a specified volume of air). Air pollutants are characterized as primary and secondary pollutants. Primary pollutants are those emitted directly into the air, for example carbon monoxide (CO), and can be traced to a single pollutant source. Secondary pollutants are those pollutants that form through chemical reactions in the atmosphere, for example reactive organic gasses (ROG) and nitrogen oxides (NO_X) combine to form ozone.

The SGPU identified urban emission sources in the Sacramento Valley as the primary source of air quality problems (SGPU, Z-6). The NNCP area comprises 14.4% of the SGPU area (SGPU, Z-16). The SGPU found that, at the time of the SGPU's preparation, North Natomas was contributing approximately 0.21% of the region's ROG and 0.19% of the region's NO_x emissions. The SGPU found that after plan build out traffic originating in the NNCP area would produce 1.97% of the region's ROG and 1.77% of the region's NO_x traffic emissions (SGPU, Z-59). The SGPU states that (SGPU, Z-60), "Traffic-related emission increases associated with build out of the SGPU would worsen existing ozone problems in the Sacramento region. This represents an unavoidable significant adverse impact."

The SGPU found that, at the time of the SGPU's preparation, roadways in North Natomas were generally uncongested and, as a result, no part of the NNCP area exceeded federal or state 1-hour and 8-hour standards for CO (SGPU, Z-52). The intersection of Interstate 5 and Interstate 80 was estimated to exceed the state 1-hour standard and the federal and state 8-hour standards for CO after SGPU build out (SGPU, Z-52). Violations of CO air quality standards are also expected at congested intersections of major arterials in North

Natomas (SGPU, Z-69). The SGPU states that (SGPU, Z-69), "Mitigation measures are not expected to reduce projected CO concentrations to a level below state and federal standards. Therefore, unavoidable significant adverse impacts are expected in this area."

Interstate 5 bounds the project area to the east and San Juan Road bounds the project to the south. Residential development in the Gateway West PUD occurs west of the project site, north of Detention Basin 7a. Land north of the project site is currently vacant, but will be developed as Employment Center – 50 (EC – 50) by the Gateway West PUD. The River View PUD is planned south of San Juan Road. The Gateway West PUD residential development is the only sensitive receptor within the vicinity of the project study area.

The River View PUD Development Guidelines, which would be amended to include the Parkview project, provide an Air Quality Mitigation Strategy that includes its Transportation Systems Management Strategy. The following design features would lead to a reduction in ROG emissions generated by the project by reducing single-occupancy vehicles:

1) Density Clusters: Densities within the PUD have been clustered. Multi-family sites, which will have the highest concentration of residents, are located adjacent to neighborhood commercial and employment center uses. This allows easy and convenient access to shopping and employment.
2) Street System Design: The PUD is based on a system of interconnected streets that diffuse traffic throughout the community by providing a choice of routes. The result is to minimize traffic congestion during peak hours. Where cul-de-sacs are utilized, most open onto park, open space and trail amenity, or access corridor providing direct access for pedestrians and bicyclists to the circulation system.
3) Pedestrian and Bicycle System: The PUD provides on-street and off-street trails for bikes and pedestrians. As designed, bikes and pedestrians are able to access parks, open space areas, commercial, and employment centers from residential neighborhoods while remaining on a trail.
4) Shade Trees: The PUD design includes shade trees along all streets. While providing an attractive environment, the trees will encourage people to walk or cycle even during the hot summer months.

Regulatory Setting

The Federal Clean Air Act of 1967, as amended, established air quality standards for several pollutants. These standards are divided into primary and secondary standards. Primary standards are designed to protect public health and secondary standards are designed to protect other values. California has adopted its own, more stringent, standards.

The state 1-hour ozone standard is 0.10 ppm, by volume, not to be equaled or exceeded. The federal 1-hour standard for ozone is 0.12 ppm, not to be exceeded more than once per year. State and federal CO standards have been set for both 1-hour and 8-hour averaging times. The state 1-hour CO standard is 20 ppm, while the federal standard is 35 ppm. Both state and federal 8-hour CO standards are set at 9 ppm. The state 24-hour PM_{10} standard is 50 micrograms per cubic meter ($\mu g/m^3$) and annual PM_{10} standard is 30 $\mu g/m^3$. The federal 24-hour and annual PM_{10} standards are 50 $\mu g/m^3$.

In 1997, the U.S. Environmental Protection Agency (US EPA) designated the Sacramento Air Quality Maintenance Area as a non-attainment area for ozone and CO. The Sacramento Valley Air Basin was designated a non-attainment area for ozone, CO, and PM_{10} under the provisions of the California Clean Air Act (ARB-T, 1990).

Sacramento Air Quality Management District
District Rule 403 – Fugitive Dust will apply during the construction phases of the project. District Rule 403 states that:

A person shall take every reasonable precaution not to cause or allow the emissions of fugitive dust from being airborne beyond the property line from which the emission originates, from any construction, handling or storage activity, or any wrecking, excavation, grading, clearing of land or solid waste disposal operation. Reasonable precautions shall include, but are not limited to:

- Use, where possible, of water or chemicals for control of dust in the demolition of existing buildings

or structures, construction operations, the construction of roadways or the clearing of land.
- Application of asphalt, oil, water, or suitable chemicals on dirt roads, materials stockpiles, and other surfaces which can give rise to airborne dusts;
- Other means approved by the Air Pollution Control Officer.

City of Sacramento General Plan
The SGPU includes the following goals and policies that pertain to air quality management (SGPU, C-43 – C-44):

Circulation Element
Overall Goals – Goal C: Maintain a desirable quality of life including good air quality while supporting planned land use and population growth.

Transportation Planning – Goal A: Work toward a comprehensive transportation plan that identifies needs, integrates the existing transportation network with plan growth and proposes new facilities.

Goal A – Policy 6: Develop an Air Quality Improvement Program, which will include strategies and specific programs that reduce air pollution.

North Natomas Community Plan
The NNCP Air Quality Mitigation Strategy focuses on reducing emissions of ozone precursor, especially ROG emissions (NNCP, 48). Emissions problems are amenable to solution through implementation of Transportation Systems Management Programs (TSM) and localized traffic flow improvement measures, design and arrangement of site, structures, parking, and landscaping (NNCP, 48). The NNCP includes the following goals and policies that pertain to air quality management (NNCP, 48 – 49):

Air Quality Mitigation Strategy
A. Development in North Natomas shall comply with the Federal and California Clean Air Acts.

B. The Air Quality Mitigation Strategy shall have as a goal a 35% community-wide daily reduction in vehicle and other related reactive organic compound emissions at build out. The base on-road vehicle emission level prior to reduction will be established from an all single occupancy vehicle condition,

C. Structure the community and each development to minimize the number and length of vehicle trips.

Implementing Policies:

Achieve 35 Percent Reduction in Emissions: The City Planning and Public Works Departments with the SMAQMD will verify that a 35% community-wide reduction in projected ROG emissions will result from successful implementation of the Air Quality Strategy.

Residential Development: All new residential developments must reduce ROG emissions by a minimum of 20% compared to the single occupant vehicle baseline.

Non-Residential Development: All new non-residential developments must reduce ROG emissions by a minimum of 50% compared to the single occupant vehicle baseline.

Promote Electric, Other Zero-Emission, and Low-Emission Vehicle Use: Encourage the use of electric, other zero-emission, and low-emission vehicles by providing sufficient, convenient, electric vehicle charging and parking facilities in the planning of residential and employment developments.

Sacramento City Code
SCC Title 15 Buildings and Construction provides direction for dust abatement measures. These measures help ensure the limitation of PM_{10} impacts to the Sacramento Valley Air Basin during Phase I and Phase II construction activities.

SCC Title 17.184 Transportation Systems Management Program (TSM) establishes TSM requirements for employers and developers within the city in order to meet the 35 percent trip reduction goal. These requirements promote alternative commute modes in order to reduce traffic congestion, optimize use of the transportation system, and improve air quality.

Development Requirements

A. Minor Projects (25 – 99 employees). The property owner of every minor project shall provide the facilities to post information on alternative commute modes. Also, the property owner shall coordinate with the appropriate transit agency(s) and regional ridesharing agency to maintain and provide current information.

B. Major Projects (100 or more employees). The property owner of every major project shall be required to obtain a transportation management plan (TMP) permit subject to approval by the planning director and the traffic engineer.

The approval shall be conditioned upon compliance with the following provisions:

1. Comply with the regulations applicable to minor projects as specified in subsection A of this section.

2. Designate a transportation coordinator for the project.

3. Agree to provide an annual status report to the city in a format to be specified by the traffic engineer. At a minimum, this report shall document:

a. Commute modes of all employees currently occupying the project,
b. Progress toward attainment of the alternative commute mode goal of the city,
c. If alternative commute mode goal has not been attained, a plan for additional TSM measures shall be implemented;

4. Prepare an approved TMP to provide facilities and a framework for services conducive to attaining the alternative commute mode goal designated for the project.

The measures to be included in the TMP shall be selected by the applicant; however, the planning director and traffic engineer may deny the applicant the right to utilize a particular measure(s) if the standards specified for that measure(s) are not met. After approval by the planning director and traffic engineer, the plan shall be binding upon the property owner and any successors in interest.

The plan obligations shall either be included in the covenants, conditions and restrictions prepared for the development and recorded as part of that document, or separately recorded. The filing fee for this permit shall be in an amount specified by resolution of the city council. At any time after the original plan has been approved, the property owner may request modification of the plan by filing an application and processing fee, in the amount specified by resolution of the city council.

Implementation requirements and methods for compliance shall be contained in the developer TSM handbook. The City Transportation Engineer and City Planning Director shall perform the actual calculation of credits toward meeting the 35% trip reduction goal. These calculations shall take into account the package of measures.

Impact Assessment

a) Would the proposal violate any air quality standard or contribute to an existing or projected air quality violation?

Answer: Potential Impact. The Sacramento Valley Air Basin is a non-attainment area for ozone precursors (ROG and NO_x), PM_{10}, and CO. The project will contribute ROG, NO_x, PM_{10}, and CO emissions into the non-attainment area during Phase I, Phase II, and the Operational Phase of the project.

Potential Impact: Phase I – Short-term Emissions
Phase I (grading activities) will generate emissions of ROG, NO_x, and PM_{10}. The Significance Criteria Trigger Levels for Single Family Housing is 340 dwelling units and for Office Park 290,000 ft^2. The project proposes to develop 1,090 residential dwelling units and 870,000 ft^2 of office space. The proposed project exceeds the Significance Criteria Trigger Levels for Single Family Housing by 31% and for Office Park by 33%. The percentage far exceeds the 10% allowed in the Manual (SMAQMD, A-3) and obviates the necessity to estimate potential emissions. The SMAQMD has also indicated that unless it is known what specific equipment the contractor will use (year, make, and model) and for what duration the contractor will use the equipment, estimating emissions for Phase I and Phase II is not accurate enough to be reliable (personal communication, P. Stafford, Sacramento Metropolitan Air Quality Management District).

The project is subject to SCC Title 15.40.050 Construction Site Regulations, Control Dust and Mud and SMAQMD District Rule 403.

Level of Significance: Less than significant with mitigation incorporation.

Mitigation Measures: The SMAQMD provided the following mitigation measures to reduce the emission of ROG, NO_x, and PM_{10} (personal communication, P. Stafford, Sacramento Metropolitan Air Quality Management District).

MM 5-1 Prior to approval, all grading plans will show that the construction contractor shall enclose, cover, or water all soil piles twice daily.

MM 5-2 Prior to approval, all grading plans will show that the construction contractor shall water all exposed soil twice daily.

MM 5-3 Prior to approval, all grading plans will show that the construction contractor shall water all haul roads twice daily.

MM 5-4 Prior to approval, all grading plans will show that the construction contractor shall maintain at least two feet of freeboard on trucks when hauling loads.

MM 5-5 Prior to approval, all grading plans will show that the City of Sacramento permits grading of the project site based on the following schedule:

- One piece of equipment may grade for no more than 12 hours per day.
- Two pieces of grading equipment may grade for no more than 6 hours per day.
- Three pieces of grading equipment may grade for no more than 4 hours per day.
- Four pieces of grading equipment may grade for no more than 3 hours per day.
- Five pieces of grading equipment may grade for no more than 2 hours per day.

MM 5-6 The prime contractor shall provide a plan for approval by the City of Sacramento demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, and operated by either the prime contractor or any subcontractor, will achieve a fleet-averaged 20% NO_x reduction and 45% particulate reduction compared to the most recent California Air Resources Board fleet average.

MM 5-7 The prime contractor shall submit to the City of Sacramento a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during the construction project. The inventory shall include the horsepower rating, engine production year, and hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the prime contractor shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman.

MM 5-8 The prime contractor shall ensure that emissions from all off-road diesel powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity shall be repaired immediately, and the City of Sacramento shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be

submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. The SMAQMD and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this section shall supercede other SMAQMD or state rules or regulations.

Level of Significance after Mitigation: Less than significant.

Potential Impact: Phase II – Short-term Emissions
Phase II (construction activities) will generate emissions of ROG, NO_x, and PM_{10}. The proposed project exceeds the Significance Criteria Trigger Levels for Single Family Housing by 31% and for Office Park by 33%. The percentage far exceeds the 10% allowed in the Manual (SMAQMD, A-3) and obviates the necessity to estimate potential emissions.

Level of Significance: Less than significant with mitigation incorporation.

Mitigation Measures: Implementation of MM 5-1 through MM 5-8 will be sufficient to reduce potential impacts to less than significant.

Level of Significance After Mitigation: Less than significant.

Potential Impact: Operational Phase – Long-term Emissions
The Operational Phase will generate emissions of ROG, NO_x, and PM_{10}. The proposed project exceeds the Significance Criteria Trigger Levels for Single Family Housing by 31% and for Office Park by 33%. The percentage far exceeds the 10% allowed in the Manual (SMAQMD, A-3) and obviates the necessity to estimate potential emissions.

The SGPU found that after plan build out traffic originating in the NNCP area would produce 1.97% of the region's ROG and 1.77% of the region's NO_x traffic emissions (SGPU, Z-59). The SGPU states that, "Traffic-related emission increases associated with build out of the SGPU would worsen existing ozone problems in the Sacramento region. This represents an unavoidable significant adverse impact (SGPU, Z-60)." Violations of CO air quality standards are also expected at congested intersections of major arterials in North Natomas (SGPU, Z-69). The SGPU states that, "Mitigation measures are not expected to reduce projected CO concentrations to a level below state and federal standards. Therefore, unavoidable significant adverse impacts are expected in this area (SGPU, Z-69)."

Of the 242.6 acres of the Parkview project site, the SGPU designated 223.4 acres for development as Low Density Residential, Mixed Use, and Public/ Quasi-Public land uses. The project proposes an amendment of the SGPU to designate 220.5 acres for Low Density Residential, Medium Density Residential, Mixed Use, and Public/ Quasi-Public land uses. The remaining 2.9 acres would be an increase in the Park/ Recreation/ Open Space land use designation. The proposed project is mostly consistent with the original SGPU land use designations. The major difference is the addition of 29.7 acres designated for Medium Density Residential. The SGPU planned for development of the site and found that air quality impacts are unavoidable.

The SGPU aims to reduce ROG, NO_x, PM_{10}, and CO emissions through the implementation of the Circulation Element's Transportation Planning goals and objectives (i.e., strategies and specific programs that reduce air pollution). Likewise, the NNCP strives to improve air quality by setting the goal of a 35% trip reduction at build out. To achieve its goals, the City of Sacramento has implemented the TSM program, through SCC Title 17.184. SCC Title 17.184.10 establishes the requirements for employers and developers to meet the 35% trip reduction goal. SCC Title 17.184 requires major projects to prepare a TSM and to obtain a TMP permit prior to project approval. The City Transportation Engineer and City Planning Director evaluate the TSM and TMP and calculate the actual trip reduction.

The existing River View PUD Development Guidelines provide features that will help to reduce the single-occupancy vehicle trips. The proposed project will be required to either update the existing TSM

for the River View PUD or prepare one of its own. The TSM and TMP are subject to approval by the City of Sacramento.

Impact Significance: Less than significant. The project site was evaluated in the SGPU for development as a residential and mixed use development. The unavoidable significant adverse impacts on air quality resulting from build out of the general plan have been identified on a program level.

Mitigation Measures: None required.

b) Would the proposal expose sensitive receptors to pollutants?

Answer: Potential impact. The U.S. EPA established National Air Quality Standards and the California Air Resources Board also established ambient air quality standards. The project will emit concentrations of CO that could expose sensitive receptors to pollutants.

Potential Impact: Phase I. and Phase II. – Short-term Ambient Air Quality
Phase I (grading activities) and Phase II (construction activities) will contribute CO emissions to the ambient air quality. The proposed project exceeds the Significance Criteria Trigger Levels for Single Family Housing by 31% and for Office Park by 33%. The percentage far exceeds the 10% allowed in the Manual (SMAQMD, A-3) and obviates the necessity to estimate potential emissions.

The only sensitive receptor near the project site is the residential development in the Gateway West PUD west of the property. However, Phase I and Phase II CO emissions will be temporary and are not anticipated to affect substantial numbers of people.

Level of Significance: Less than significant with the incorporation of mitigation measures.

Mitigation Measures: Implementation of MM 5-1 through MM 5-8 will be sufficient to reduce potential impacts to less than significant.

Level of Significance After Mitigation: Less than significant.

Potential Impact: Operational Phase– Long-term Ambient Air Quality
The Operational Phase of the proposed project will contribute CO emissions to the ambient air quality. The proposed project exceeds the Significance Criteria Trigger Levels for Single Family Housing by 31% and for Office Park by 33%. The percentage far exceeds the 10% allowed in the Manual (SMAQMD, A-3) and obviates the necessity to estimate potential emissions.

The intersection of Interstate 5 and Interstate 80 was estimated to exceed the state 1-hour standard and the federal and state 8-hour standards for CO after SGPU build out (SGPU, Z-52). Violations of CO air quality standards are also expected at congested intersections of major arterials in North Natomas (SGPU, Z-69). The SGPU states that (SGPU, Z-69), "Mitigation measures are not expected to reduce projected CO concentrations to a level below state and federal standards. Therefore, unavoidable significant adverse impacts are expected in this area."

The SGPU aims to reduce ROG, NO_x, PM_{10}, and CO emissions through the implementation of the Circulation Element's Transportation Planning goals and objectives (i.e., strategies and specific programs that reduce air pollution). Likewise, the NNCP strives to improve air quality by setting the goal of a 35% trip reduction at build out. To achieve its goals, the City of Sacramento has implemented the TSM program, through SCC Title 17.184. SCC Title 17.184.10 establishes the requirements for employers and developers to meet the 35% trip reduction goal. SCC Title 17.184 requires major projects to prepare a TSM and to obtain a TMP permit prior to project approval. The City Transportation Engineer and City Planning Director evaluate the TSM and TMP and calculate the actual trip reduction.

The existing River View PUD Development Guidelines provide features that will help to reduce the single-occupancy vehicle trips. The proposed project will be required to either update the existing TSM for the River View PUD or prepare one of its own. The TSM and TMP are subject to approval by the City

of Sacramento.

Impact Significance: Less than significant. The project site was evaluated in the SGPU for development as a residential and mixed use development. The unavoidable significant adverse impacts on air quality resulting from build out of the general plan have been identified on a program level.

Mitigation Measures: None required.

c) Would the proposal alter air movement, moisture, or temperature, or cause any change in climate?

Answer: Potential impact.

Potential Impact: The proposed project will include increasing the acreage of asphalt-paved surface on the project site. The increased area of paved surface could lead to a temperature increase. However, pursuant to the North Natomas Development Guidelines and the River View PUD Development Guidelines, project design includes the planting of shade trees along all streets in the project area. The shade trees would help alleviate potentially rising temperatures.

Level of Significance: Less than significant.

Mitigation Measures: None required.

d) Would the proposal create objectionable odors?

Answer: Potential impact.

Potential Impact: Phases I and II of construction will generate odors from diesel exhaust and asphalt paving.

Level of Significance: Less than significant. The odors will be temporary and would not affect a substantial number of people.

Mitigation Measures: None required.

6. Transportation/ Circulation

Would the proposal result in:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Increased vehicle trips or traffic congestion?	☐	☐	☒	☐
b) Hazards to safety from design features (e.g., sharp curves or dangerous intersection) 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 pedestrian or bicyclists?	☐	☐	☐	☒
f) Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☒
g) Rail, waterborne, or air traffic impacts?	☐	☐	☐	☒

Criteria for Determining Significance

The City of Sacramento has established a significance threshold for traffic impacts at a level of service (LOS) standard of worse than C. The City has established a 5 second threshold for determining significance of impacts to intersections that already exceed the LOS C standard. The NNCP designates streets to achieve the LOS C standard and an LOS D on freeway ramp and arterial street intersections (NNCP, 38).

Impact Mechanisms

Projects that create a significant increase in traffic, exceed adopted traffic service standards, increase traffic hazards, result in inadequate emergency access, or exceed parking capacity could result in a significant impact.

Environmental Setting

Interstate 5 (I-5) and Interstate 80 (I-80) serve the project, but are not accessed from the project site. The nearest I-5 freeway access from the project site is Del Paso Road and the nearest I-80 freeway access from the project site is West El Camino Avenue. Del Paso Road is an existing east-west arterial street (six lanes) that connects with and provides an overpass over Interstate 5 (I-5). South Loop Road is planned in the NNCP as an east-west arterial street (six lanes) that will provide an overpass over I-5. The planned South Loop Road will bisect the proposed project. The project proposes to change the designation of South Loop Road from an arterial street (six lanes) to residential collector street (two lanes with a center median/lane), still to provide an over pass over I-5. San Juan Road is an existing east-west residential collector street (two lanes with a center median/lane) that serves the project site and provides an overpass over I-5. El Centro Road is an existing north-south collector street (four lanes) that serves the project area. Duckhorn Boulevard is a planned north-south collector street (four lanes) that will bisect the project, such that residential development will occur west of the street and EC – 50 development will occur east of the street.

The Sacramento Regional Transit District (RT) is planned serve the project study area. Bus routes on South Loop Road and El Centro Road would provide bus transit service to the project study area.

In addition to the Transportation Systems Management Strategy, the River View PUD Development Guidelines provide for the signalization of intersections when signalization is warranted as deemed necessary by the City Public Works Department. The Public Works Department will evaluate the need for signals, based on Caltrans signal warrants, prior to recordation of each subsequent map phase and/or subsequent Special Permit approval.

Regulatory Setting

City of Sacramento General Plan
The following goals and policies in the Circulation Element of the SGPU direct transportation and circulation planning decisions in the City of Sacramento and are applicable to the proposed project:

Overall Goals (SGPU, C-43)
Goal A: Create a safe, efficient surface transportation network for the movement of people and goods.

Goal B. Provide all citizens in all the communities of the City with access to a transportation network, which serves both the City and region, either by personal vehicles or by transit.

Goal C: Maintain a desirable quality of life including good air quality while supporting planned land use and population growth.

Transportation Planning (SGPU, C-43 – C-44)
Goal A: Work toward a comprehensive transportation plan that identifies needs, integrates the existing transportation network with planned growth, and proposes new facilities.

Policy 5: Review development projects for conformance with adopted transportation policies and standards, and require appropriate site improvements.

Policy 6: Develop an Air Quality Improvement Program, which will include strategies and specific programs that reduce air pollution.

Streets and Roads (SGPU, C-44)
Goal A: Create a major street system, which will ensure the safe and efficient movement of people and goods within the and through communities and to other areas in the City and region.

Policy 1: Explore actions, which allow for the prioritization, planning, and construction of new facilities.

Goal B: Maintain the quality of the City's street system.

Transportation Systems Management (SGPU, C-44)
Goal A: Increase the commute vehicle occupancy rate by 50%.

Policy 1: Encourage and support programs that increase vehicle occupancy.

Policy 2: Support actions/ordinances/development agreements that reduce peak hour trips.

Goal B: Increase the capacity of the transportation system.

Policy 1: Support programs to improve traffic flow.

Transit (SGPU, C-46)
Goal A: Promote a well-designed heavily patronized light rail and transit system.

Policy 1: Provide transit service in newly developing areas at locations, which will support its highest usage.

Policy 2: Consider requiring developers of employment centers needing mitigation of negative transportation impacts to support light rail or bus transit improvements.

Goal B: Encourage some level of transit service in all communities.

Parking (SGPU, C-46)
Goal A: Provide adequate off-street parking for new development and reduce the impact of on street parking in established areas.

Policy 1: Continue to use parking standards, which will provide adequate off-street parking.

Policy 4: Continue to use the preferential parking program in residential areas where traffic and on street parking generated from nonresidential projects would otherwise have a negative impact.

Goal B: Require the parking program to be financially self-supporting.

Pedestrian Ways (SGPU, C-47)
Goal A: Increase the use of the pedestrian mode as a mode of choice for all areas of the City.

Policy 1: Require new subdivisions and planned unit developments to have safe pedestrian walkways that provide direct links between streets and major destinations such as bus stops, schools, parks, and shopping centers.

Policy 2: Encourage new commercial and office establishments, in suburban areas, to front directly on the sidewalk with parking in the rear.

Policy 3: Encourage new commercial and office establishments to develop and enhance pedestrian pathways using planting, trees, and creating pedestrian crosswalks through parking areas or over major barriers such as freeways or canals.

Policy 4: Encourage mixed use developments to generate greater pedestrian activity.

Policy 5: Require developments to provide street-separated pedestrian access to shopping centers, business activity centers, and transit stations.

Bikeways (SGPU, C-47)
Goal A: Develop bicycling as a major transportation mode.

Policy 1: Develop bikeways to facilities commuting to and from major trip generators.

Policy 2: Require major employment centers (50 or more total employees) to install showers, lockers, and secure parking areas for bicyclists as part of any entitlement.

Policy 3: Maintain public bikeways in a manner that promotes their use, by developing a continuous repair and maintenance program.

North Natomas Community Plan
The following Guiding Policies direct City planning decisions in the North Natomas Community:

Circulation (NNCP, 38)
A. Link all land uses with all modes of transportation.

B. Connect, don't isolate, neighborhoods and activity centers within a well-designed circulation system.

C. Encourage an orderly development pattern through phasing that provides for adequate local circulation resulting in completion of the community-wide circulation system.

D. Minimize air quality impacts through direct street routing, providing a support network for zero-emission vehicles, bicycles, and pedestrians, and sizing streets suitable to the distance and speed of the traveler.

E. Provide multiple routes and connections to adjacent developments.

Vehicular Street System (NNCP, 39)
A. Size and layout of the major street system should be based on traffic projections that assume successful implementation of trip and emission reduction programs.

B. Street system capacity shall be based on no greater than the 2016 traffic projections for North Natomas.

C. Develop street cross-sections that encourage all streets to be as pedestrian friendly as possible.

Transit System (NNCP, 41)
A. Because of the interdependence of the transit and land use, transit service must be available for each development phase.

B. Provide hierarchy of transit service including light rail, express buses, local buses, and shuttle buses. The light rail and express bus system serve the inter-community transit needs; the local bus system serves the inter-neighborhood needs; and the local shuttle serves the intra-neighborhood needs.

C. Provide a concentration of density at each phase to support appropriate transit service.

D. Design for phased implementation of transit corridors to accommodate intermediate stages of land use development.

E. Maximize rider access to transit stops and stations.

F. Minimize air quality impacts of transit service by providing a support network for zero-emission transit vehicles.

Pedestrian/ Bikeways (NNCP, 46)
A. Provide a system of on-street bicycle routes and off-street bicycle paths that connect all residential neighborhoods with activity centers in order to increase the likelihood of a person choosing the bicycle as a commute mode.

B. Create pedestrian circulation opportunities and avoid impeding pedestrian or bicycle circulation with private development.

C. Provide attractive recreational opportunities for bicyclists and pedestrians.

Transportation Systems Management (NNCP, 47)
A. Each non-residential project shall comply with the Citywide Transportation Systems Management (TSM) Ordinance and a Transportation Management Plan shall be required.

Air Quality (NNCP, 48)
A. Development in North Natomas shall comply with the Federal and California Clean Air Acts.

B. The Air Quality Mitigation Strategy shall have as a goal a 35% community-wide daily reduction in vehicle and other related reactive organic compound emissions at build out. The base on-road vehicle emission level prior to reduction will be established from an all single occupancy vehicle condition,

C. Structure the community and each development to minimize the number and length of vehicle trips.

Parking Management (NNCP, 49)
A. Parking standards should be set to reasonably accommodate employees and clients for whom alternate mode commuting is not a realistic option.

B. Parking standards must recognize the capacity of transit service and alternative mode commute options and the availability of off-site, on-street parking facilities.

C. Parking standards must maintain the economic viability of the development and should not place any geographic area at a competitive disadvantage.

D. Parking standards must protect residential neighborhoods.

E. Parking standards should include provisions for charging electric vehicles and electric shuttle buses, as well as appropriately sized parking spaces.

F. Sufficient electric service must be provided in parking areas to support the electric transportation needed to be consistent with the air quality requirement of each development.

Sacramento City Code
SCC Title 17.64.020 Parking Requirements By Land Use Type defines the minimum and maximum number of parking spaces that are required by land use type.

SCC Title 17.64.050 F. Handicap Parking Requirements requires parking facilities to comply with the requirements of Title 24 of the Uniform Building Code (SCC Title 15.20).

SCC Title 17.64.050 Bicycle Parking Requirements requires bicycle-parking facilities to be provided and maintained as specified below at a ratio of one bicycle parking facility for every 20 off-street vehicle parking spaces required. Fifty (50) percent of the required bicycle parking facilities shall be Class I. The remaining facilities may be Class I, Class II or Class III.

SCC Title 17.184 Transportation Systems Management Program (TSM) establishes TSM requirements for employers and developers within the city in order to meet the 35 percent trip reduction goal. These requirements promote alternative commute modes in order to reduce traffic congestion, optimize use of the transportation system, and improve air quality. Major projects (100 or more employees and Planned Unit Development projects) are required to prepare a Transportation Management Plan. (Please refer to the discussion of this Title under the Air Quality section above.)

Impact Assessment

a) Would the proposal result in increased vehicle trips or traffic congestion?

Answer: Potential impact.

Potential Impacts: The proposed project will increase traffic. The City of Sacramento Public Works Department determined that a traffic and circulation study would not be required for the proposed project because the increase in traffic would be consistent with the planned land use designated in the SGPU, NNCP, and the associated traffic impact studies (personal communication, Scott Tobey, City of Sacramento Public Works Department).

The proposed project will contribute to the traffic impacts (degradation of intersections to a sub-LOS C) anticipated in the NNCP EIR and could trigger the necessity to implement the mitigation measures identified in the EIR. These traffic mitigation measures include the installation of traffic signals at affected intersections (e.g., signalization of ramp intersections, ramp metering, and widening of on-ramps for HOV bypass lanes at the Del Paso Road interchange with I-5). As the River View PUD Development Guidelines state, to which the proposed project would be amended, "The Department of Public Works shall determine the need for signals based on Caltrans signal warrants, prior to the recordation of each subsequent phase and/or Special Permit approval. If warranted, signals shall be constructed as part of the public improvements for that phase of the map. Signal design and construction shall be to the satisfaction of the Department of Public Works and may be subject to reimbursement as set forth in the Development Agreement. The applicant shall provide all onsite easements and rights-of-way needed for turn lanes, signal facilities, and related appurtenances." Where signalization is constructed offsite, the Development Agreement between the project applicant and the City of Sacramento will stipulate fair-share fees for such improvements.

Because the proposed project is consistent with the certified planning documents and the funding mechanism to implement traffic mitigation measures is in place, the contribution of traffic from the proposed project is considered less than significant.

Level of Significance: Less than significant.

Mitigation Measures: None required.

b) Would the proposal result in hazards to safety from design features (e.g., sharp curves or dangerous intersection) or incompatible uses (e.g., farm equipment)?

Answer: No.

c) Would the proposal result in inadequate emergency access or access to nearby uses?

Answer: No.

d) Would the proposal result in insufficient parking capacity on-site or off-site?

Answer: No. No building is included in this application. The City of Sacramento Planning and Building Department's evaluation of the subsequent development for the Special Permit building entitlements will include an evaluation of parking capacity pursuant to SCC Title 17.164.020. The Planning and Building Department will also review the future development for compliance with SCC Title 17.64.050 F. for the project's consistency with the handicap-parking requirement.

e) Would the proposal result in hazards or barriers for pedestrian or bicyclists?

Answer: No.

f) Would the proposal result in conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

Answer: No. The project as proposed is consistent with the plans identified in the SGPU and NNCP. No building is included in this application. The City of Sacramento Planning and Building Department's evaluation of the subsequent development for the Special Permit building entitlements will include an evaluation of bicycle parking pursuant to SCC Title 17.64.050.

g) Would the proposal result in rail, waterborne, or air traffic impacts?

Answer: No.

7. Biological

Would the proposal result in impacts to:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Endangered, threatened, or rare species or their habitats (including, but not limited to, plants, fish, insects, animals, and birds)?	☐	☒	☐	☐
b) Locally designated species (e.g., heritage trees)?	☐	☒	☐	☐
c) Locally designated natural communities (e.g., oak forest, coastal habitat, etc.)?	☐	☐	☐	☒
d) Wetland habitat (e.g., marsh, riparian, and vernal pool)?	☐	☐	☐	☒
e) Wildlife dispersal or migration corridors?	☐	☒	☐	☐

Criteria for Determining Significance

The following general criteria were considered in determining whether an impact on biological resources would be significant:

- federal or state legal protection of the resource or species;
- federal or state agency regulations and policies;
- local regulations and policies;
- documented resource scarcity and sensitivity both locally and regionally; and
- local and regional distribution and extent of biological resources.

Based on the State CEQA Guidelines and the general criteria identified above, impacts on biological resources were considered significant if the proposed project would result in any of the following:

- conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance;
- long-term degradation of a sensitive plant community because of substantial alteration of land form or site conditions (e.g., alteration of wetland hydrology);
- substantial loss of a plant community and associated wildlife habitat;
- fragmentation or isolation of wildlife habitats, especially riparian and wetland communities;
- substantial disturbance of wildlife resulting from human activities;
- avoidance by fish of biologically important habitat for substantial periods, which may increase mortality or reduce reproductive success;
- disruption of natural wildlife movement corridors;
- substantial reduction in local population size attributable to direct mortality or habitat loss, lowered reproductive success, or habitat fragmentation of:
    - species qualifying as rare and endangered under CEQA,
    - species that are state-listed or federally listed as threatened or endangered, or
    - portions of local populations that are candidates for state or federal listing and federal and state species of concern;
- substantial reduction or elimination of species diversity or abundance.

Impact Mechanisms

Direct and indirect disturbance from project construction could result in the loss or degradation of biological resources through the following ground-disturbing activities:

- grading and site preparation activities;
- temporary stockpiling of soil or construction materials and sidecasting of soil and other construction wastes;
- vegetation removal;
- soil compaction, dust, and water runoff;
- vehicle traffic and equipment and materials transport;
- noise disturbance to wildlife species from construction activities; and
- temporary parking of vehicles outside the construction zone on sites that support sensitive resources (sites not designated as equipment staging areas).

Environmental Setting

Gibson and Skordal Wetland Consultants conducted a jurisdictional delineation on 8 July 1999. Sycamore Environmental Consultants, Inc, (Sycamore Environmental) conducted field surveys of the project study area on 1 and 4 October 2001.

Elevation of the project study area ranges from 7 to 15 ft above sea level. The topography is nearly level, and the site drains from the northeast to the southwest. The project area is bounded to the east by Interstate 5 (I-5) and to the south by San Juan Road. A detention basin (Detention Basin 7a) bounds the southwestern side of the project area. Residential development occurs west of the project site. Land north of the project site is currently vacant.

The majority of the study area consists of tilled annual grassland and nonnative ruderal vegetation. There are two large fill deposits located on the southwest and southeast corners of the study area. An irrigation/ drainage ditch is located on the southern border of the study area along San Juan Road. A razed homestead is located on the eastern boundary of the study area near I-5. A group of nonnative trees, two small ditches, and portions of the foundation are the only remnants of the razed homestead. Four blue elderberry shrubs and a small northern California black walnut also occur in this area. Photographs of the project study area are located in Appendix E of the *Biological Resources Evaluation for Parkview (P00-022/ P00-023), City of Sacramento, CA* prepared by Sycamore Environmental in December 2001 (Appendix B).

Plants

Plant species observed within the project study area include northern California black walnut (*Juglans californica* var. *hindsii*), London plane tree (*Platanus* x *acerifolia*), white poplar (*Populus alba*), blue elderberry (*Sambucus mexicana*), black mustard (*Brassica nigra*), cocklebur (*Xanthium strumarium*), yellow star-thistle (*Centaurea solstitialis*), oat (*Avena* sp.), ripgut grass (*Bromus diandrus*), and Mediterranean barley (*Hordeum marinum* ssp. *gussoneanum*).

Sycamore Environmental observed six trees within the project study area that qualified for protection under the City of Sacramento Heritage Tree ordinance (SCC Title 12, chapters 12.64.10 – 12.64.70). Sycamore Environmental contacted the City of Sacramento Arborist, Mr. Dan Pskowski, to determine which trees, if any were to be preserved. Of the six potential heritage trees, Mr. Pskowski is requiring a Valley oak (*Quercus lobata*) with two trunks totaling 97 inches circumference to be preserved (Appendix A, Figure 11). A complete list of plant species observed is presented in Table 11.

Table 11. Plant Species Observed

FAMILY	SCIENTIFIC NAME	COMMON NAME	*
DICOTS			
Anacardiaceae	*Toxicodendron diversilobum*	Western poison oak	N
Apiaceae	*Foeniculum vulgare*	Fennel	I
Apocynaceae	*Vinca major*	Greater periwinkle	I
Asteraceae	*Centaurea solstitialis*	Yellow star-thistle	I
	Lactuca serriola	Prickly lettuce	I
	Picris echioides	Bristly ox-tongue	I
	Silybum marianum	Milk thistle	I
	Solidago sp.		--
	Xanthium strumarium	Cocklebur	N
Brassicaceae	*Brassica nigra*	Black mustard	I
	Raphanus sativus	Radish	I
Caprifoliaceae	*Sambucus mexicana*	Blue elderberry	N
Convolvulaceae	*Convolvulus arvensis*	Field bindweed	I
Fagaceae	*Quercus lobata*	Valley oak	N
Juglandaceae	*Juglans californica* var. *hindsii*	N. California black walnut	N
	Juglans regia	English walnut	I
Malvaceae	*Malva* sp.	Mallow	I
Moraceae	*Ficus carica*	Edible fig	I
	Morus alba	White mulberry	I
Oleaceae	*Olea europaea*	Olive	I
Platanaceae	*Platanus* x *acerifolia*	London plane tree	I
Polygonaceae	*Polygonum* sp.	Knotweed	I
	Rumex crispus	Curly dock	I
Pittosporaceae	*Pittosporum* sp.		I
Rosaceae	*Pyracantha angustifolia*	Firethorn	I
Salicaceae	*Populus alba*	White poplar	I
	Populus fremontii ssp. *fremontii*	Fremont cottonwood	N
Simaroubaceae	*Ailanthus altissima*	Tree-of-heaven	I
Tamaricaceae	*Tamarix* sp.	Tamarisk	I
Verbenaceae	*Phyla nodiflora*		N
Vitaceae	*Vitis* sp.	Grape	N
MONOCOTS			
Poaceae	*Avena* sp.	Wild oat	I
	Bromus diandrus	Ripgut grass	I
	Cynodon dactylon	Bermuda grass	I
	Distichlis spicata	Saltgrass	N
	Lolium perenne	Perennial ryegrass	I
	Phalaris sp.		--
	Sorghum halepense	Johnsongrass	I

* N = Native to CA; I = Introduced

Wildlife

Wildlife species observed in and near the study area include American kestrel (*Falco sparverius*), Northern harrier (*Circus cyaneus*), rock dove (*Columba livia*), California gull (*Larus californica*), great egret (*Casmerodius albus*), great blue heron (*Ardea herodias*), and California ground squirrel (*Spermophilus beecheyi*). No raptor nests were observed within or adjacent to the project study area. No amphibian or reptile species were observed. A complete list of wildlife species observed during biological surveys is presented in Table 12.

Table 12. Wildlife Species Observed

COMMON NAME	SCIENTIFIC NAME
BIRDS	
American crow	*Corvus brachyrhynchos*
American kestrel	*Falco sparverius*
Brewer's blackbird	*Euphagus cyanocephalus*
California gull	*Larus californicus*
Great blue heron	*Ardea herodias*
Great egret	*Casmerodius albus*
Mourning dove	*Zenaida macroura*
Northern harrier	*Circus cyaneus*
Northern mockingbird	*Mimus polyglottos*
Pied-billed grebe	*Podilymbus podiceps*
Ring-necked pheasant	*Phasianus colchicus*
Rock dove	*Columba livia*
Turkey vulture	*Cathartes aura*
Western meadowlark	*Sturnella neglecta*
Western scrub-jay	*Aphelocoma californica*
MAMMALS	
California ground squirrel	*Spermophilus beecheyi*
Black-tailed hare	*Lepus californicus*

Special-Status Species

File data requested from the USFWS, California Natural Diversity Data Base information (CNDDB/ RareFind report, 1 October 2001), and the results of field surveys were used to determine the species evaluated. A total of 69 CNDDB/ RareFind records for 9 unique species are listed for the Taylor Monument quad. File data requested from the USFWS listing special-status species that could potentially occur within the project corridor is presented in Appendix B of the *Biological Resources Evaluation* (Sycamore Environmental 2001) in Appendix C.

Listed in Table 13 are special-status species identified in CNDDB/ RareFind records and the USFWS file data for which suitable habitat is present within the project study area. Other special-status species for which habitat is not present, or whose distributional limits preclude the possibility of their occurrence in the project study area, are not discussed further in this report.

In addition to the CNDDB/ RareFind report, Sycamore Environmental reviewed the following current lists prepared by the California Department of Fish and Game (DFG):

- *State and federally listed endangered and threatened animals of California* (October 2001);
- *Special animals* (July 2001);
- *State and federally listed endangered, threatened, and rare plants of California* (October 2001); and
- *Special vascular plants, bryophytes, and lichens list* (July 2001).

Table 13. Special-status Species Evaluated

SPECIAL-STATUS SPECIES	COMMON NAME	Listing Status [a] Federal/ State	Other Codes [b] USFWS/ DFG	Source [c]	Observed?
Invertebrates					
Desmocerus californicus dimorphus	Valley elderberry longhorn beetle	T/--	--/--	1,2,3	No
Birds					
Athene cunicularia	Western burrowing owl	--/--	SC/CSC	1,2	No
Buteo swainsoni	Swainson's hawk	T/--	--/--	1,2	No
Charadrius montanus	Mountain plover	PT/--	--/CSC	1	No
Reptiles					
Thamnophis gigas	Giant garter snake	T/T	--/FP	1,2	No

[a] **Listing Status**

Federal status determined from USFWS letter. State status determined from *State and federally listed endangered and threatened animals of California* (October 2001) and *State and federally listed endangered, threatened, and rare plants of California* (October 2001) prepared by DFG Natural Diversity Data Base. Codes used in table are as follows:

E = Endangered; **T** = Threatened; **P** = Proposed; **R** = California Rare; ***** = Possibly extinct.
C = Candidate: Taxa for which the Fish and Wildlife Service has sufficient biological information to support a proposal to list as endangered or threatened.

[b] **Other Codes**

Other codes determined from USFWS letter; DFG lists including *Special animals* (July 2001), *Special vascular plants, bryophytes, and lichens* (July 2001); and CNPS *Inventory of Rare and Endangered vascular plants of California* (CNPS 2001). Codes used in table are as follows:

SC = USFWS Species of Concern: Taxa for which existing information may warrant listing but for which substantial biological information to support a proposed rule is lacking.
CSC = DFG "Species of Special Concern."
FP = DFG Fully protected
Prot. = DFG Protected
CNPS List (plants only): **1A** = Presumed Extinct in CA; **1B** = Rare or Endangered (R/E) in CA and elsewhere; **2** = R/E in CA and more common elsewhere; **3** = Need more information; **4** = Plants of limited distribution.

[c] **Sources**

1 = From the USFWS letter.
2 = From CNDDB/ RareFind.
3 = Observed by Sycamore Environmental Biologists.

Wetlands and Waters of the United States

A jurisdictional wetland delineation of the project study area was conducted in 1999 (Gibson and Skordal 1999). No wetlands or other waters of the U.S. were reported in the project study area. The U.S. Army Corps of Engineers (Corps) verified the delineation (Appendix C) and determined that no permit under Section 404 of the Clean Water Act would be required for the proposed project (Corps Regulatory No. 199900679).

Sensitive Natural Communities

Sensitive natural communities are rare communities recognized by the Natural Diversity Data Base, and includes communities that are adversely affected by minimal disturbance, and select communities that provide habitat for special-status plant or wildlife species. There are no sensitive communities in the project study area.

Regulatory Setting

The following state and federal statutes regulate the proposed project:

- National Environmental Policy Act (42 U.S.C. 4321 et seq.).
- Federal Endangered Species Act (16 U.S.C. 1531-1543).
- Section 404 of the Clean Water Act (33 U.S.C. 1251-1376).
- Section 10 of the Rivers and Harbors Act (33 U.S.C. 401 et seq.).
- Fish and Wildlife Coordination Act (16 U.S.C. 661-666).
- National Wild and Scenic Rivers Act (16 U.S.C. 1271-1287).
- California Environmental Quality Act (P.R.C. 21000 et seq.).
- California Endangered Species Act (California Fish and Game Code 2050 et seq.).
- Native Plant Protection Act (California Fish and Game Code 1900-1913).
- California Wild and Scenic Rivers Act (P.R.C. 5093.50 et seq.).
- Sections 1601-1603 of the California Fish and Game Code that pertain to streambed alterations.
- Migratory Bird Treaty Act of 1918 (16 U.S.C. 703-711).

Federal Endangered Species Act

The Federal Endangered Species Act defines 'take' (Section 9) and prohibits 'taking' of a listed endangered or threatened species (16 U.S.C. 1532, 50 CFR 17.3). If a federally listed species could be harmed by a project, a Section 7 or 10 consultation must be initiated, and an Incidental Take Permit must be obtained (16 U.S.C. 1539, 50 CFR 13).

~~3.~~Federal Migratory Bird Treaty Act

Migratory birds are protected under the federal Migratory Bird Treaty Act (MBTA) of 1918 (16 U.S.C. 703-711). The MBTA makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed in 50 CFR Part 10 including feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 CFR 21). All migratory bird species are protected by the MBTA. Any removal of active nests during the breeding season or any disturbance that results in the abandonment of nestlings is considered a 'take' of the species under federal law.

National Pollution Discharge Elimination System Permit (NPDES)

Point source discharge of pollutants into "navigable water" is regulated through the NPDES. All point source discharges must have an NPDES permit (33 U.S.C. 1311). All Corps facilities and activities that meet the definition of an "industrial activity" under 40 CFR 122.26 are subject to the requirement to obtain storm water permits. Ground disturbing activities, such as grading, in excess of 5 acres requires an NPDES permit from the Regional Water Quality Control Board.

California Fish and Game Code

The California Fish and Game Code defines "take" (Section 86) and prohibits "taking" of a species listed as threatened or endangered under the California Endangered Species Act (California Fish and Game Code Section 2080) or otherwise fully protected (as defined in California Fish and Game Code Sections 3511, 4700, and 5050).

The DFG also regulates activities that may impact streambeds or other wetland areas. Division 2, Chapter 6, Section 1601 of the Fish and Game Code states that

> "...general plans sufficient to indicate the nature of a project for construction by, or on the behalf of, any governmental agency, state or local, and any public utility, of any project which will divert, obstruct or change the natural flow or bed, channel or bank of any river, stream, or lake designated by the department in which there is at any time an existing fish or wildlife resource or from which these resources derive benefit, or will use material from the streambeds designated by the department, shall be submitted to the department."

The DFG has stated that their jurisdiction is any wetland area that is within the 100-year floodplain. Completion of a Section 1601-03 Streambed Alteration Agreement with the DFG is required before any work begins that will affect wetland areas within the 100-year floodplain.

Other Special-Status Species Classifications

California species of special concern (CSC), species on List 1B and List 2 of the California Native Plant Society (Skinner and Pavlik, eds. 1994 updated 2000), and active raptor nests are included in this classification.

City of Sacramento Heritage Tree Ordinance (SCC Title 12, Chapters 12.64.10 – 12.64.70)

Heritage trees are:

1. Any tree of any species with a trunk circumference of 100 inches or more, which is of good quality in terms of health, vigor of growth and conformity to generally accepted horticultural standards of shape and location for its species.
2. Any native *Quercus* species, *Aesculus californica* or *Platanus racemosa*, having a circumference of thirty-six (36) inches or greater when a single trunk, or a cumulative circumference of thirty-six (36) inches or greater when a multi-trunk.
3. Any tree thirty-six (36) inches in circumference or greater in a riparian zone. The riparian zone is measured from the centerline of the watercourse to thirty (30) feet beyond the high water line.
4. Any tree, grove of trees or woodland trees designated by resolution of the city council to be of special historical or environmental value or of significant community benefit.

During construction activity on any property upon which is located a heritage tree, the following rules shall apply. Unless the express written permission of the director is first obtained, no person shall:

A. Change the amount of irrigation provided to any heritage tree from that which was provided prior to the commencement of construction activity;
B. Trench, grade or pave into the drip line area of a heritage tree;
C. Change, by more than two feet, grade elevations within thirty (30) feet of the drip line area of a heritage tree;
D. Park or operate any motor vehicle within the drip line area of any heritage tree;
E. Place or store any equipment or construction materials within the drip line area of any heritage tree;
F. Attach any signs, ropes, cables or any other items to any heritage tree;
G. Cut or trim any branch of a heritage tree for temporary construction purposes;
H. Place or allow to flow into or over the drip line area of any heritage tree any oil, fuel, concrete mix or other deleterious substance.

Natomas Basin Habitat Conservation Plan

The Natomas Basin Habitat Conservation Plan (NBHCP) was prepared to satisfy a mitigation requirement of the 1994 North Natomas Community Plan, which planned to develop North Natomas. The NBHCP is a conservation plan supporting an application for a federal Incidental Take Permit (ITP) permit under Section 10 (a)(1)(B) of FESA and a California State ITP under Section 2081 of the California Fish and Game Code. Developers in the Natomas Basin would participate in the NBHCP for their development activities and be protected by its permits through development agreements, with enforceable conditions of approval, issued by the City of Sacramento. USFWS and DFG approved the NBHCP and issued an ITP to the City of Sacramento in 1997.

The NBHCP and ITP were subsequently challenged on NEPA and CEQA compliance, and on 15 August 2000, the U.S. District Court, Eastern District ruled that the ITP was invalid. Based on this ruling, the City of Sacramento, Sutter County, Reclamation District Number 1000 (RD 1000), and the Natomas Central Mutual Water Company (Natomas Mutual) are jointly preparing a revised Environmental Impact Report/ Environmental Impact Statement (EIR/ EIS). The City of Sacramento, Sutter County, RD 1000, and Natomas Mutual are preparing and will seek adoption of a revised NBHCP and the issuance of a new ITP by USFWS and DFG for development within the Natomas Basin.

Impact Assessment

a) Would the proposal result in impacts to endangered, threatened, or rare species or their habitats (including, but not limited to, plants, fish, insects, animals, and birds)?

Answer: Potential impact.

Potential Impact: The proposed project is not anticipated to adversely affect the species or habitat of the species listed in Table 13 with the implementation of mitigation measures.

Plants

No habitat for special-status plant species occurs within the project study area. No impact is anticipated and no mitigation is required.

Wildlife

Valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*)
HABITAT AND BIOLOGY: The Valley elderberry longhorn beetle (VELB) requires an elderberry shrub (*Sambucus mexicana* or *Sambucus racemosa* var. *microbotrys*) as a host plant. VELB habitat consists of riparian forests whose dominant species include cottonwood, sycamore, Valley oak, and willow, with an understory of elderberry shrubs (USFWS 1991).
RANGE: Elderberry shrubs that occur in oak woodlands along the margins of rivers and streams from the upper Sacramento Valley to the central San Joaquin Valley (USFWS 1991).
CNDDB/ RAREFIND RECORDS: There is one record for VELB on the Taylor Monument quad. The closest VELB record occurs on the Sacramento West quad 1.5 miles south of the project site.
HABITAT PRESENT IN STUDY AREA? Yes. A total of four blue elderberry shrubs were observed within the project study area. Several stems were greater than one-inch diameter at ground level. No VELB exit holes were observed on any of the stems. GPS data points were taken of the elderberry shrubs and their locations are shown on Figure 11 in Appendix A.
POTENTIAL IMPACT: Blue elderberry shrubs with stems that measure one inch or greater at ground level are considered habitat for VELB and are protected by FESA (USFWS 1999). Several stems are greater than one-inch diameter at ground level. All four of these elderberry shrubs could be removed to construct the proposed project. Removal of these shrubs would be considered a significant impact. Implementation of the following mitigation measures would reduce the potential impact to VELB to less than significant.

Level of Significance: Less than significant with mitigation implementation.

Mitigation Measures: The following mitigation measure will reduce potential impacts:

MM 7-1 Prior to the issuance of a grading permit, the City of Sacramento shall either, a) include the applicant under the City's NBHCP Incidental Take Permit (ITP), or b) require the applicant to obtain a project specific ITP from USFWS through Section 10 consultation.

Participation in NBHCP

If the NBHCP ITP is in place, the project applicant would be covered under the City's ITP by entering into a Developer Agreement with the City of Sacramento, paying the applicable mitigation fees to the Natomas Basin Conservancy, and complying with the requirements of the NBHCP.

Project Specific ITP

If the NBHCP ITP is not in place, the project applicant will obtain a project specific ITP by preparing a *Mitigation and Monitoring Plan* and *Biological Assessment* (BA) in accordance with current conservation guidelines for the valley elderberry longhorn beetle.

Level of Significance after Mitigation: Less than significant.

Swainson's hawk (*Buteo swainsoni*)
HABITAT AND BIOLOGY: An uncommon breeding resident and migrant in CA. Nests in open riparian habitat, in scattered trees or in small groves in sparsely vegetated flatlands. Nesting areas are usually located near water, but are occasionally found in arid regions. Typical habitat includes open desert, grassland, or cropland containing scattered, large trees or small groves (Zeiner et al. 1990a).
RANGE: The summer range of this species in California is the Central Valley. California populations of this species are believed to overwinter in Mexico.
CNDDB/ RAREFIND RECORDS: There are 26 records of nesting Swainson's hawk on the Taylor Monument quad. There are 71 records for nesting Swainson's hawk within a ten-mile radius of the project study area. There are three records within one mile. Two records representing the closest Swainson's hawk nests are 0.5 mile from the project study area. One of these records is dated 2000 and is located south of the project within the West Drainage Canal riparian corridor. The other record is to the southwest of the project.
HABITAT PRESENT IN STUDY AREA? Yes. The trees occurring near the eastern border of the project study area provide nesting habitat for this species. GPS data points were taken of the trees (Appendix A, Figure 11). The project site provides potential foraging habitat. This species was not observed during the October 2001 field surveys.
POTENTIAL IMPACT: Potential nesting and foraging habitat for Swainson's hawk occurs within the project study area. The proposed project would remove the potential nesting trees and would convert approximately 242.6 acres of foraging habitat to urban land use. Conversion of foraging habitat to urban land use would be considered a potentially significant impact. The closest CNDDB/ RareFind record for nesting Swainson's hawk is 0.25 miles southwest of the project study area. If any active Swainson's hawk nests occur within 0.25 mile of the project area, and if construction activities that could cause nest abandonment or forced fledging occur during the breeding season (1 March to 15 September), the impact would be considered potentially significant. Implementation of the following mitigation measures will reduce impacts to Swainson's hawk to less than significant.

Level of Significance: Less than significant with mitigation implementation.

Mitigation Measures: The following mitigation measures will reduce potential impacts:

MM 7-2 **Nesting Mitigation:** A preconstruction survey for active Swainson's hawk nests will be required if construction activities begin within the breeding season (1 March to 15 September). If construction activities begin outside the breeding season, the preconstruction survey for active nests is not required.

If construction is scheduled to commence during the Swainson's hawk breeding season (1 March to 15 September), the applicant will have a qualified biologist conduct a preconstruction survey to determine if Swainson's hawks are nesting within 0.25 mile of the project study area. The applicant will provide the City of Sacramento Planning and Building Department with documentation of the results of the survey. If no active nests are found, no mitigation is required.

If active Swainson's hawk nests are found within 0.25 mile of the project area, DFG will be notified, and no project related activities that would result in nest abandonment (e.g., noise generated from heavy equipment operation) will be conducted during the 1 March to 15 September breeding season without receipt of an exemption from DFG.

MM 7-3 **Foraging Mitigation:** Prior to the issuance of a grading permit, the City of Sacramento shall either, a) include the applicant under the City's NBHCP 2081 Management Authorization from DFG, or b) require the applicant to obtain a project specific 2081 Management Authorization for the loss of foraging habitat.

Participation in NBHCP

If the NBHCP ITP is in place, the project applicant will be covered under the City's 2081 Management Authorization by entering into a Developer Agreement with the City of Sacramento, paying the applicable mitigation fees to the Natomas Basin Conservancy, and

complying with the requirements of the NBHCP.

Project Specific 2081 Management Authorization

If the NBHCP ITP is not in place, the project applicant will obtain a project specific 2081 Management Authorization. The authorization will be obtained by providing documentation that the applicable acres of DFG approved Habitat Management (HM) lands and endowment have been acquired.

DFG established the following ratio of HM lands to mitigate for lost acreage of Swainson's hawk foraging lands for projects within 1 mile of an active nest tree (an "active" nest is defined as one that has been used at least once in the past five years) (DFG 1994):

1) One acre of HM land for each acre of development (1:1 ratio). At least 10% of the HM land shall be met by fee title acquisition or a conservation easement allowing for active management of the habitat, with the remaining 90% protected by a conservation easement on agricultural lands or other lands which provide suitable foraging habitat for Swainson's hawk; or
2) One-half acre of HM land for each acre of development (0.5:1 ratio). All of the HM land shall be met by fee title acquisition or a conservation easement allowing for active management of the habitat for prey production.
3) In addition to acquiring Habitat Management lands, the project applicant shall provide for the long-term management of the HM lands by providing an endowment approved by DFG.

Level of Significance after Mitigation: Less than significant.

Western burrowing owl (*Athene cunicularia*)
HABITAT AND BIOLOGY: This species forages day and night in open dry grassland and desert habitats, and in grass, forb, and open shrub stages of pinyon-juniper and ponderosa pine habitats. Nests in old burrows of ground squirrels or other small mammals. Eats mostly insects; also feeds on small mammals reptiles, birds, and carrion (Zeiner et al. 1990a). It is a yearlong resident in CA. It breeds from March through August.
RANGE: Central Valley, Sierra Nevada, and coastal ranges (Zeiner et al. 1990a).
CNDDB/ RAREFIND RECORDS: There is one record for this species on the Taylor Monument quad. This record occurs within the northern portion of the project study area.
HABITAT PRESENT IN STUDY AREA? Yes. Burrow networks of the California ground squirrel along the berms of the east - west running ditches associated with the group of trees offer potential nesting habitat for this species. Burrows are also located in the north-central portion of the project study area. The project site provides potential foraging habitat. No burrowing owls were observed within the project study area.
DISCUSSION/ POTENTIAL IMPACT: The proposed project would eliminate both the nesting and foraging habitat of this species due to the development of the vacant site to urban land use. Conversion of foraging habitat to urban land use would be considered a potentially significant impact. Implementation of the following mitigation measures will reduce impacts to western burrowing owl to less than significant.

Level of Significance: Less than significant with mitigation implementation.

Mitigation Measures: The following mitigation measures will reduce potential impacts:

MM 7-4 **Nesting Mitigation:** Prior to the issuance of a grading permit, the project applicant will have a qualified biologist conduct DFG protocol western burrowing owl nesting surveys and implement follow-up mitigation if necessary. Surveys will be conducted within 30 days prior to construction. The applicant will provide the City of Sacramento Planning and Building Department with documentation of the results of the surveys and any requirements for further mitigation. If no active nests are found, no further nesting mitigation is required.

If western burrowing owl nests are found, the project applicant will implement DFG burrowing owl mitigation guidelines (17 October 1995) as follows:

1) No construction activities that could result in nest abandonment or forced fledging will occur during the breeding season (February 1 to August 31) within 250 feet of active burrows.
2) No construction activities that could result in harassment of burrowing owls will occur during the non-breeding season (September 1 to January 31) within 160 feet of active burrows.
3) If construction activities within 250 feet of active burrows during the breeding season are necessary, passive relocation techniques will be used to remove western burrowing owls from active burrows under direction from DFG. One-way doors should be installed and left in place for a minimum of 48 hours to insure that owls are not present in the burrow before excavation commences.
4) Two natural or artificial burrows will be provided for each active burrow that will be lost. Participation in the NBHCP would fulfill this requirement. Before excavating burrows the project area will be monitored daily for one week to confirm that owls have not returned. Burrows will be excavated using hand tools to avoid injury to any owl remaining inside burrows.

Foraging Mitigation: The mitigation measures described for the loss of Swainson's hawk foraging habitat would mitigate for the loss of western burrowing owl foraging habitat.

Level of Significance after Mitigation: Less than significant.

Mountain plover (*Charadrius montanus*)
HABITAT AND BIOLOGY: Forages in short grasslands and plowed fields of the Central Valley during winter. The plover searches the ground for large insects, especially grasshoppers (Zeiner et al. 1990a). This species is not known to nest in California (Zeiner et al. 1990a).
RANGE: Central Valley from Sutter and Yuba cos. southward (Zeiner et al. 1990a).
CNDDB/ RAREFIND RECORDS: There are no records for mountain plover on the Taylor Monument quad.
HABITAT PRESENT IN STUDY AREA? Yes. The project study area is within the known range of the species. The plowed grassland within the project study area provides potential foraging habitat for this species during winter. This species was not observed during the October 2001 field surveys.
POTENTIAL IMPACT: Potential winter foraging habitat for mountain plover occurs within the project study area. The proposed project would eliminate 242.6 acres of foraging habitat for this species due to conversion of the project study area to urban land use. Conversion of foraging habitat to urban land use would be considered a potentially significant impact. Implementation of the following mitigation measures will reduce impacts to mountain plover to less than significant.

Level of Significance: Less than significant with mitigation implementation.

Mitigation Measures: The following mitigation measure will reduce potential impacts:

Foraging Mitigation: The mitigation measures described for the loss of Swainson's hawk foraging habitat would mitigate for the loss of mountain plover foraging habitat.

Level of Significance after Mitigation: Less than significant.

Giant garter snake (*Thamnophis gigas*)
HABITAT AND BIOLOGY: Habitat requirements for giant garter snake (GGS) consist of the following: 1) adequate water during the snake's active season (early spring through mid-fall) to provide food and cover, 2) emergent, herbaceous wetland vegetation, such as cattails and bulrushes, for escape cover and foraging habitat during the active season, 3) grassy banks and openings in waterside vegetation for basking, and 4) higher elevation uplands for cover and refuge from flood waters during the snake's winter dormant season (56 FR 67046). Environmental features that provide suitable habitat for GGS include permanent freshwater marshes, agricultural canals, ditches and drains associated with rice fields (Leidy 1992), and streams and sloughs, particularly those with mud bottoms (Stebbins 1985). To avoid inundation in the

winter, GGS overwinter in upland hibernacula, which includes small mammal burrows and debris in close proximity to summer habitat (Leidy 1992). Prey includes small fishes and frogs.
RANGE: Floor of the California Central Valley from Delevan National Wildlife Refuge, Colusa Co., to Los Banos Creek and Mud Slough in San Joaquin Co. (Stebbins 1985).
CNDDB/ RAREFIND RECORDS: There are 36 records for GGS on the Taylor Monument quad. Six of these records occur within one mile of the project study area. The closest record is 0.3 mile to the northwest of the project study area.
HABITAT PRESENT IN STUDY AREA? The California ground squirrel burrow network near the razed homestead could be used by hibernating GGS in winter. However, GGS use of these burrows is unlikely because they are substantially isolated (approximately 1600 feet) from the drainage ditch. No GGS were observed during April/ May 2001 GGS protocol surveys (Barry 2001) or October 2001 field visits.
POTENTIAL IMPACT: The California ground squirrel burrow network near the razed homestead could be used by hibernating GGS in winter. However, GGS use of these burrows is unlikely because they are substantially isolated (approximately 1600 feet) from the drainage ditch. The project would eliminate the burrow network. If GGS use these burrows as hibernacula, removal of the burrows would be considered a significant effect. Implementation of the following mitigation measures will reduce impacts to GGS to less than significant.

Level of Significance: Less than significant with mitigation implementation.

Mitigation Measures: The following mitigation measures will reduce potential impacts:

MM 7-5 The project applicant will take the following measures to minimize the potential for "take" of GGS:

1) Construction within 75 feet of the burrow network will occur only between 1 May and 30 September.
2) A survey will be conducted 24 hours prior to construction to determine if GGS is present in the burrow network.
3) A qualified biologist will monitor construction activities within 75 feet of the burrow network to ensure that GGS are not affected.

MM 7-6 Prior to the issuance of a grading permit, the City of Sacramento shall either, a) include the applicant under the City's NBHCP ITP, or b) require the applicant to obtain a project specific ITP from USFWS through Section 10 consultation.

Participation in NBHCP

If the NBHCP ITP is in place, the project applicant would be covered under the City's ITP by entering into a Developer Agreement with the City of Sacramento, paying the applicable mitigation fees to the Natomas Basin Conservancy, and complying with the requirements of the NBHCP.

Project Specific ITP

If the NBHCP ITP is not in place, the project applicant will obtain a project specific ITP by preparing a *Mitigation and Monitoring Plan* and *Biological Assessment* (BA) in accordance with current conservation guidelines for the giant garter snake.

Level of Significance after Mitigation: Less than significant.

b) Would the proposal result in impacts to locally designated species (e.g., heritage trees)?

Answer: Potential impact.

Potential Impact: One heritage tree occurs within the project study area (Appendix A, Figure 11). The City of Sacramento protects heritage trees by ordinance (SCC 12.64.10 – 12.64.70). The ordinance was amended on 14 June 1994 to further define and protect heritage trees. Heritage trees are defined as trees of any species having a trunk circumference of 100 inches or greater, or about 32 inches in diameter,

measured 4.5 feet above ground level.

In addition to the requirements of SCC 12.64.10 – 12.64.70 described above, the City Arborist specified further mitigation measures to reduce potential impacts to City heritage trees to less than significant.

Level of Significance: Less than significant with mitigation implementation.

Mitigation Measures: The following mitigation measures are required by the City Arborist:

MM 7-7 The construction contractor will take the following precautions;
1) Prior to construction, the contractor will establish a six-foot high chain link fence around the drip line of the heritage oak.
2) No grade changes or trenching will occur within the fenced area.
3) Landscaping under the drip line should be compatible with native oaks.

Level of Significance after Mitigation: Less than significant.

c) Would the proposal result in impacts to locally designated natural communities (e.g., oak forest, coastal habitat, etc.)?

Answer: No. Sensitive natural communities are rare communities recognized by the Natural Diversity Data Base, and includes communities that are adversely affected by minimal disturbance, and select communities that provide habitat for special-status plant or wildlife species. There are no sensitive communities in the project study area.

d) Would the proposal result in impacts to wetland habitat (e.g., marsh, riparian, and vernal pool)?

Answer: No. No wetlands or other waters of the U.S. were reported in the project study area. The Corps verified the delineation (Gibson and Skordal 1999) and determined that no permit under Section 404 of the Clean Water Act would be required for the proposed project (Corps Regulatory No. 199900679).

e) Would the proposal result in impacts to wildlife dispersal or migration corridors?

Answer: Potential impact.

Potential Impact: The drainage ditch along San Juan Road provides dispersal habitat for GGS. This ditch is approximately six feet wide and three feet deep. This ditch contains slowly flowing water part of the year, but was dry during October 2001 field visits. A narrow band of hydrophytic vegetation was present in the ditch during the 1999 jurisdictional delineation. Common hydrophytes within the ditch included tall flatsedge (*Cyperus eragrostis*), narrow-leaf cattail (*Typha angustifolia*), and dallis grass (*Paspalum dilatatum*) (Gibson and Skordal 1999). The drainage ditch partially fulfills the hydrological and some cover requirements of this species. The absence of perennial water in the drainage ditch precludes a dependable forage source that is necessary to be considered suitable foraging habitat for the species. Giant garter snake may occur as a potential transient in this drainage.

Grading and construction activities could affect GGS in this drainage ditch by degrading dispersal habitat and/ or injuring GGS if they are present at the time of construction. Activities that alter the drainage ditch or injure GGS would be considered a significant impact. Implementation of mitigation measures will reduce impacts to less than significant.

Level of Significance: Less than significant with mitigation implementation.

Mitigation Measures: The following mitigation measures will reduce potential impacts:

MM 7-8 The project applicant will take the following measures to minimize the potential for "take" of GGS:

1) Construction within 75 feet of the southern drainage will occur only between 1 May and 30 September.
2) A survey will be conducted 24 hours prior to construction to determine if GGS is present in the southern drainage.
3) A qualified biologist will monitor construction activities within 75 feet of the southern drainage canal to ensure that GGS are not affected.
4) If the banks of the southern drainage canal are affected, the banks will be revegetated with native grass species. The type of seed that will be used will be commercially available native grass species (e.g., *Bromus carinatus, Elymus glaucus,* and/or *Poa secunda*).

Level of Significance after Mitigation: Less than significant.

8. Hazards

Would the proposal involve:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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 response plan or 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?	☐	☐	☐	☒

Criteria for Determining Significance

The evaluation of significance on hazards and hazardous materials is based on the following factors:

- Potential hazards and/or hazardous materials encountered during any subsurface excavation;
- Proper disposal of hazardous materials encountered during trenching or any subsurface excavation; and
- Potential discharge of hazardous materials or waste during operation of the proposed land uses.

Impact Mechanisms

Potential impacts associated with the proposed project could include:

- Potential exposure to existing contaminated soils, contaminated groundwater, abandoned underground storage tanks and piping and contaminated material from existing undocumented dumping and landfilling;
- Potential exposure to, and releases of, hazardous materials such as oils, grease, lubricants, and solvents used during normal construction operations;
- Potential risk of upset to the public or the environment as a result of an unanticipated impact involving an underground object; and
- Potential exposure to, and releases of, hazardous materials such as oils, grease, lubricants, and solvents used during normal operations of the proposed land uses.

Environmental Setting

The proposed project is located in the NNCP area of the City of Sacramento (Taylor Monument quad, T9N, R4E, Sections 14 and 15). Interstate 5 bounds the project area to the east and San Juan Road bounds the project to the south. The River View PUD occurs south of San Juan Road. The project area is bisected by South Loop Road. The El Centro Drain and Detention Basin borders the project area on the west, south of South Loop Road. North of South Loop Road, the Gateway West PUD borders the project area to the west and to the north. The entire project site and bordering properties are planned for residential and mixed-use development by the SGPU and the NNCP.

Wallace – Kuhl and Associates Inc. (Wallace – Kuhl) conducted a Phase I Environmental Site Assessment for the proposed project and prepared an "Environmental Site Assessment for Pacific Central Properties II, Vicinity of San Juan Road and Interstate 5, Sacramento, California" in 1998. The report was prepared in accordance with the American Society of Testing and Materials (ASTM) *Standard E 1527-97 for Environmental Assessments*. The scope of the Site Assessment included (Wallace – Kuhl, 1 – 2):

- A field reconnaissance of the property to look for visual evidence of surface and potential subsurface sources of contamination;
- A "windshield survey" in the vicinity of the property to identify businesses that may use or produce hazardous materials;
- A review of Sacramento County Assessor's office records to establish current property ownership;
- Interviews with representatives of various regulatory agencies and those familiar with the site history of the property, including discussion of past operational practices as well as review of a previous asbestos survey of the property;
- Examination of stereoscopic aerial photographs of the property taken over the last 37 years, as well as review of historic USGS topographic maps, archived building records and/or Sanborn Map coverage of the property, in order to develop a reasonably continuous site history over the past 50 years, as required by the ASTM standard;
- Review of the U.S. Department of Agriculture, Soil Conservation Service *Soil Survey of Sacramento, California* for soils information and historic crop cultivation trends for the subject property and vicinity, as well as inquiry with the Sacramento County Agricultural Commissioner's Office;
- An evaluation of local and regional ground water conditions, including historical depths and flow direction;
- A discussion of proposed municipal infrastructure for the property and vicinity, including potable water, wastewater, and stormwater provisions, as required by the ASTM standard;
- A review of federal, state, and county regulatory agency lists indicating any known instances of hazardous materials contamination and registered underground and aboveground storage tanks (USTs/ASTs) on or near the property; and
- A literature-based discussion of the likelihood for radon to be problematic at the property.

Laboratory testing of the existing soils and ground water for hazardous materials was not conducted. Surveys for asbestos and lead-based paint were not necessary because historic buildings had been razed and demolition materials had been removed from the property (Wallace – Kuhl, 3).

The Wallace – Kuhl Site Assessment concluded that there is no evidence of significant hazardous materials contamination on or within one-half mile of the property (Wallace – Kuhl, 22). Three irrigation water supply wells are located on the property. Wallace – Kuhl recommends that if the wells will not be used in the future, they be properly destroyed (Wallace – Kuhl, 23). Proper well abandonment requires obtaining a destruction permit (issued on a per-well basis) from the Sacramento County Environmental Health Division. Wallace – Kuhl also noted the possibility of an unidentified septic system occurring on site (Wallace – Kuhl, 23). If previously unidentified septic systems are encountered, each would be abandoned with the guide earthwork specifications typically contained in qualified geotechnical reports (Wallace – Kuhl, 23).

Concerning persistent residual organochlorine pesticide concentrations (DDT for example), Wallace – Kuhl did not conduct soil samples of the property site. However, soils sampling and testing programs completed by Wallace – Kuhl at California Central Valley agricultural sites, including hundreds of acres in north and south Natomas, have revealed low to non-detectable concentrations of DDT compounds in surficial soils that rarely exceeded health-based criteria for unrestricted future development or the "hazardous waste" criteria for soils disposal contained in Title 22, California Code of Regulations, Article 3, Section 66261.24 (Wallace – Kuhl, 23). With respect specifically to previous Natomas work, ***none*** (emphasis Wallace – Kuhl's) of the results of soils sampling and testing programs have exceeded either health-based or hazardous waste criteria for unrestricted future development (Wallace – Kuhl, 23). Wallace – Kuhl concludes on page 24, "Therefore, based on the results of this assessment, the fact that the subject property has a crop history in common with previously studied Natomas sites, and considering that the outcome of our previous Natomas soils sampling and testing for potential persistent pesticide residuals have revealed very low to non-detectable concentrations of those analytes, in our professional opinion no further assessment of the property is necessary in regard to potential persistent pesticide residuals."

Wallace – Kuhl identified two agency-listed facilities, the Natomas Airport and Elixer Industries, both east of Interstate 5, that are know to have experiences subsurface contamination as a result of UST leakage or other sources and neither site has undergone remediation (Wallace – Kuhl, 24). The regional predicted ground water flow direction is easterly, meaning that the property is upgradient from the agency-listed contaminated sites

(Wallace – Kuhl, 25). No known regional hazardous material impairment to groundwater quality in the area of the property was identified (Wallace – Kuhl, 25). Wallace – Kuhl determined that the Phase I Site Assessment revealed no evidence of Recognized Environmental Conditions in connection with the property (Wallace – Kuhl, 25).

Regulatory Setting

Federal Regulations

The U.S. Environmental Protection Agency (U.S. EPA) enforces federal regulations pertaining to hazardous substances and wastes. The hazardous substances and waste laws are contained in the Resource Conservation and Recovery Act of 1976 (RCRA) and the Comprehensive Environmental Response, Compensation, and Recovery Act of 1980 (CERCLA). These laws require responsible parties to report any known hazardous waste contamination to the U.S. EPA. The U.S. EPA maintains standards for requiring the responsible parties to clean up the hazardous substances to minimize threat to the public health. Code of Federal Regulations Title 40 Section 372 (40 CFR 372) contains specific guidelines for determining whether a waste is hazardous and the acceptable levels of residual contaminants. The U.S. EPA delegated regulatory authority to the Department of Toxic Substances Control (DTSC) within the California Environmental Protection Agency (CEPA).

The Federal Occupational Safety and Health Administration (Fed/OSHA) enforces federal regulations assuring worker safety in the handling and use of chemicals. The Occupational Safety and Health Act of 1970 mandates Fed/OSHA to provide rules that protect worker safety. 29 CFR 1910 contains specific standards for handling hazardous materials in the work place. The Fed/OSHA delegated regulatory authority to the California Occupational Safety and Health Administration (Cal/OSHA).

National Pollution Discharge Elimination System Permit (NPDES)

Point source discharge of pollutants into "navigable water" is regulated through the NPDES. All point source discharges must have an NPDES permit (33 U.S.C. 1311). Ground disturbing activities, such as grading, in excess of 5 acres requires an NPDES permit from the Regional Water Quality Control Board (RWQCB). The preparation of a Stormwater Pollution Prevention Plan (SWPPP) is a requirement of the NPDES permit. Hazardous material spill prevention and spill cleanup Best management practices (BMPs), set-forth by the California Stormwater Task Force, March 1993, are included in the SWPPP. Adherence to the SWPPP reduces the potential for accidental discharge of hazardous materials to a level of less than significant.

State Regulations

The California Hazardous Waste Control Law (HWCL) contains definitions of hazardous substances and wastes and requires responsible parties to report of their occurrence. Hazardous materials must be reported to DTSC, RWQCB, and/or the City of Sacramento Public Health Department. The HWCL lists 791 hazardous substances and approximately 30 common materials that are potentially hazardous. It establishes criteria for managing these substances including labeling, treatment, permit requirements, and disposal restrictions. The California Hazardous Substances Account Act (CHSAA) provides standards for requiring the responsible parties to clean up the hazardous substances and allows for public funds to clean up hazards where private funds are not available.

The Central Valley Regional Water Quality Control Board (CVRWQCB) enforces regulations for the removal of existing septic tanks. The California Code of Regulations (CCR) Title 23, Division 3, Chapter 16, Article 7 § 2672 defines how septic tanks are to be removed in order to protect water quality. Owners or operators of underground storage tanks subject to permanent closure shall comply with applicable provisions of Chapter 6.5 of Division 20 of the Health and Safety Code.

Cal/OSHA regulations concerning the use of hazardous materials in the workplace, as detailed in Title 8 of the California Code of Regulations (CCR) include requirements for safety training, availability of safety equipment, accident prevention programs, hazardous substances exposure warnings, and emergency action and fire prevention plan. Properties found to be contaminated with a hazardous substance are subject to special worker safety requirements to protect construction workers during demolition and excavation.

City of Sacramento General Plan

The following Overall Goal in the SGPU Health and Safety Element directs City planning decisions and is

applicable to the proposed project (SGPU, C-62):

Goal A: Protect the public from detrimental sources that are within the City's responsibility to regulate.

Hazardous Materials
The following goals and policies in the SGPU Health and Safety Element direct City planning decisions and are applicable to the proposed project (SGPU, C-64):

Goal A: Rid the Sacramento area of uncontrolled toxic wastes.

Policy 1: Work with the county, state, and federal agencies and responsible parties to identify, contain, and clean up the toxic waste site.

Policy 2: Work with other government agencies to identify past and present toxic waste generators.

Sacramento City Code

SCC Title 8.60 Hazardous Material Cleanup and 8.64 Hazardous Materials Disclosure provide guidelines that ensure that hazardous materials are handled safely, thus reducing the risk of exposure to the public.

SCC Title 15.36 Fire Code provides standards and specifications for the purpose of prescribing regulations governing conditions hazardous to life and property from fire or explosion. This code ensures that projects are planned to provide adequate safety for building occupants and to maximize the ability of the fire department to respond to emergencies.

SCC Title 15.80 Personal Safety Code All projects shall be reviewed to determine the levels of public and personal safety provided.

Impact Assessment

a) Would the proposal involve a risk of accidental explosion or release of hazardous substances (including, but not limited to, oil, pesticides, chemicals, or radiation)?

Answer: Potential Impact. Construction of the proposed project could result in the accidental spill of hazardous materials, such as fuel. Grading and/or excavation activities could unearth previously unidentified hazardous material(s). Operation of the residential and employment centers land uses could result in an accidental spill of hazardous materials or waste.

Potential Impact: Construction will involve gas and diesel powered equipment. The project would also include asphalt paving. Roadways will be delineated by reflective paint. Fuel, cleaning solvents, paint, oil, or other hazardous materials could be accidentally spilled in the process of construction. Such a spill could put construction employees at risk of exposure to the hazardous materials.

The SCC and the NDPES permit program regulate the proposed project. The following standard practices provided in SCC would be incorporated into construction plans to protect construction workers and the public from significant hazards:

- The construction contractor will ensure proper labeling, storage, handling, and use of hazardous materials in accordance with best management practices and the Occupational Safety and Health Administration's HAZWOPER requirements;
- The construction contractor will ensure that employees are properly trained in the use and handling of these materials and that each material is accompanied by a material safety data sheet;
- All reserve fuel supplies and hazardous materials will be stored on pallets within fenced and secured construction areas and protected from exposure to weather. Incompatible materials will be stored separately, as appropriate;
- Equipment refueling and maintenance will take place only within staging areas.

Level of Significance: Adherence to SCC 8.60 and 8.64 and to the conditions of the NPDES permit will

reduce potential impacts to less than significant.

Mitigation Measures: None required.

Potential Impact: The proposed project will require grading and excavation activities for site preparation and construction of roadways and utilities infrastructure. Grading and excavation activities could unearth previously unidentified hazardous material(s) or contaminated soils.

The proposed project is subject to the SCC. SCC Title 8.60 Hazardous Material Cleanup indicates that if a hazardous material is encountered the Sacramento Fire Department is to be notified. The project plans will indicate that if a hazardous material is unearthed, then work in the immediate area will cease and the fire department will be notified.

Level of Significance: Adherence to SCC Title 8.60 reduces the potential impact to less than significant.

Mitigation Measures: None required.

Potential Impact: The project, as proposed, does not plan to store or use toxic or flammable materials on the project site during the operation phase. Storage of toxics or chemicals in large quantities is not an activity normally associated with residential and office development. However, the EC – 50 designation permits 10% of the acreage to be developed as retail and another 20% of the acreage to be developed as light industrial uses. It is possible that a light industrial use could involve the use of toxic chemicals. An accidental spill of these materials, in greater or lesser quantities, could expose employees to significant health risks. If a large quantity should be accidentally spilled, the hazardous material could leach into the soil and/or ground water. This could result exposing the public to significant health risks.

Should toxic or flammable materials be used on the site, the project would be regulated by 29 CFR 1910 Fed/OSHA and SCC Title 8.64 Hazardous Materials Disclosure guidelines. SCC Title 8.64 requires that a disclosure statement is filed with the Sacramento Fire Department that includes a list of all the potentially hazardous materials, the maximum amounts anticipated to be used, and how and where the materials would be stored.

Level of Significance: Adherence to 40 CFR 372, 29 CFR 1910, and the SCC reduces the potential impact to less than significant.

Mitigation Measures: None required.

b) Would the proposal involve possible interference with an emergency response plan or emergency evacuation plan?

Answer: No.

c) Would the proposal involve the creation of any health hazard or potential health hazard?

Answer: No.

d) Would the proposal involve exposure of people to existing sources of potential health hazards?

Answer: Potential impact.

Potential Impact: The NNCP EIR identified the proliferation of mosquitoes as an impact of developing the North Natomas area. The EIR found that as rice fields are converted to urban uses mosquitoes would thrive in profusion. To reduce the negative impact and to protect urban residents from mosquitoes, the EIR identified the following mitigation measure:

> The Sacramento Yolo Mosquito Abatement District should implement a specific mosquito abatement program in order to provide urban standards of mosquito control in the project area. Additional

revenues for the District would be necessary to pay for the increased control costs (NNCP EIR, B-37).

The NNCP identified the preparation of a mosquito abatement plan as a Community-Wide Design Standard under the Environmental Design Standards (NNCP, 83). If the Sacramento Yolo Mosquito Abatement and Vector Control District implements a mosquito abatement plan and an assessment district is delineated to defray the cost of the plan's implementation, the proposed project would be required to participate.

Level of Significance: Participation in the Mosquito Abatement Control Program Assessment District to be established by the Sacramento Yolo Mosquito Abatement and Vector Control District reduces the potential impact from mosquito profusion to less than significant.

Mitigation Measures: None required.

e) Would the proposal involve increased fire hazard in areas with flammable brush, grass, or trees?

Answer: No.

9. Noise

Would the proposal result in:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Increases in existing noise levels? - Short-term	☐	☐	☒	☐
- Long-term	☐	☐	☒	☐
b) Exposure of people to severe noise levels? - Short-term	☐	☐	☐	☒
- Long-term	☐	☒	☐	☐

Criteria for Determining Significance

Title 24 of the California Government Code, the City of Sacramento Health and Safety Element, and the City Noise Ordinance establish the thresholds of significance.

Title 24 of the California Government Code establishes the Land Use Compatibility Guidelines for development. For residential land uses an exterior Day/Night Noise Level (L_{dn}) or Community Noise Equivalent Level (CNEL) of less than or equal to 60 decibels (dB) is considered acceptable; an L_{dn} or CNEL between 60 and 70 dB is considered conditionally acceptable (new construction should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design); an L_{dn} or CNEL between 70 and 75 dB is considered normally unacceptable (new development should be discouraged); and an L_{dn} or CNEL of 76 dB or greater is clearly unacceptable. The SGPU Health and Safety Element, under the subheading Noise, establishes that where it is not possible to reduce noise in outdoor activity areas to 60 dB L_{dn} or less using practical application of the best-available noise reduction measures, an exterior noise level up to 65 dB L_{dn} may be allowed. The SGPU also establishes an interior noise level criterion of 45 dB L_{dn}.

For office building land uses an exterior L_{dn} or CNEL of less than or equal to 65 dB is considered acceptable; an L_{dn} or CNEL between 65 and 80 dB is considered conditionally acceptable (new construction should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design); an L_{dn} or CNEL of 80 dB and greater is considered normally unacceptable (new development should be discouraged).

For industrial, manufacturing, utilities, and agricultural land uses an L_{dn} or CNEL of less than or equal to 75 dB is considered acceptable; an L_{dn} or CNEL between 70 and 80 dB is considered conditionally acceptable (new construction should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design); and an L_{dn} or CNEL between 75 and 90 dB is considered normally unacceptable (new development should be discouraged).

SGPU states that an increase of 3 dB or less is considered less than significant. Increases of 4 or 5 dB is considered a significant adverse impact if the total resulting noise would exceed that considered normally acceptable (60 dB for residential). Increases of 6 or more dB are considered a significant adverse impact due to the potential for adverse community response (SGPU, AA-48).

Impact Mechanisms

Noise impacts could occur to the proposed land uses from off-site sources, such as traffic and airport noise. Construction equipment could cause noise impacts to surrounding land uses. The project could generate noise

that could impact surrounding land uses.

Environmental Setting

The proposed project is located in the NNCP area of the City of Sacramento (Taylor Monument quad, T9N, R4E, Sections 14 and 15). The project site is currently vacant. The entire project site and bordering properties are planned for residential and mixed-use development by the SGPU and the NNCP.

Bollard and Brennan, Inc. (Bollard and Brennan) prepared an "Environmental Noise Analysis for Alleghany Properties, Inc., City of Sacramento, North Natomas" in August 2001 (B & B 2001a) and a "Revised Environmental Noise Analysis for Alleghany Properties, Inc., City of Sacramento, North Natomas" in October 2001 (B & B 2001b). The purpose of these analyses was to determine potential noise impacts to the proposed single-family residential areas from Interstate 5 (I-5), proposed office/commercial, and day care facility.

Bollard and Brennan calculated existing traffic noise levels from I-5 in the project vicinity using the Federal Highway Administration (FHWA) Highway Noise prediction model (FHWA-RD-77-108). The FHWA Model predicts hourly L_{eq} values for free-flowing traffic conditions and is considered accurate within ± 1.5 dB. Bollard and Brennan used the Calveno traffic noise emission curves to more accurately predict noise levels. Bollard and Brennan conducted noise level measurements at four locations on the project site and concurrent counts of I-5 traffic to test the accuracy of the FHWA model. The FHWA model was found to over-predict the traffic noise levels on three of the four test sites. The FHWA model slightly under-predicted (-1.9 dB) the fourth site. Future noise levels were then adjusted by –3 dB (B & B 2001a, 2).

Bollard and Brennan conducted a continuous 24-hour noise level measurement on the project site. The 24-hour noise level measurements were conducted to determine the effective day/night traffic split and temporal distribution of traffic noise over a 24-hour period. To determine the future traffic noise levels on the project site, Bollard and Brennan used the predicted future traffic data that was used for the Arena Boulevard Overcrossing project (Bollard and Brennan (B & B 2001a, 2 – 4).

Based upon the predicted future traffic noise levels, Bollard and Brennan found that locations of the proposed residential uses would be exposed to traffic noise levels in excess of the SGPU exterior noise levels. Table 14 shows the distance to L_{dn} contours from the centerline of Interstate 5. Table 14 also shows the predicted L_{dn} at the nearest residential development. The analysis of traffic noise levels shown in Table 14 do not account for potential shielding from future office/commercial uses between I-5 and the planned residences (B & B 2001b, 5).

Table 14. Predicted Future Interstate 5 Noise Levels at Ground Level First Floor without Shielding

Distance to L_{dn} Contours (feet)		Predicted L_{dn}			
60 dB	65 dB	At nearest south single-family residences	At medium density residential to the south	At nearest north single-family residences	At medium density residential to the north
2,468	1,146	67 dB	68 dB	69 dB	69 dB

Note: Predicted noise levels are based upon distances from the Interstate 5 centerline.

The office/commercial buildings are expected to be a minimum of two-stories in height, and are expected to provide some shielding of traffic noise levels. Bollard and Brennan determined the potential shielding effects from the commercial uses by incorporating the FHWA Highway Traffic Noise Prediction Model technical reference manual shield adjustments. The FHWA manual states that a 3dBA shielding is provided by a first row of buildings, when the buildings occupy 40 to 65 percent of the length of the view of the roadway. Because the office/commercial development would shield approximately 40% of the view of the roadway, Bollard and Brennan included a –3 dBA correction in the analysis (B & B 2001b, 5). Table 15 shows the corrected predicted future noise levels. The location of the noise contours shown on Table 15 does not change for second floor receivers (B & B 2001b, 5).

Table 15. Predicted Future Interstate 5 Noise Levels at Ground Level First Floor with –3 dBA Shielding

Distance to L_{dn} Contours (feet)		Predicted L_{dn}			
60 dB	65 dB	At nearest south single-family residences	At medium density residential to the south	At nearest north single-family residences	At medium density residential to the north
2,468	1,146	64 dB	65 dB	66 dB	66 dB

Note: Predicted noise levels are based upon distances from the Interstate 5 centerline.

The project site is not within the 60 dB CNEL noise contour of the Sacramento International Airport as shown in Exhibit 4.6-3 of the 1994 NNCP SEIR. Based upon the distances to the predicted light rail L_{dn} contours shown in Table 4.6-6 of the 1994 NNCP SEIR, the project site would not be significantly effected by noise generated from light rail. According to Exhibit 4.6-5 of the 1994 NNCP SEIR, the project site occurs outside of the 65 dB for the PA system and outside of the 55 dB for outdoor concerts at Arco Arena.

Regulatory Setting

California Government Code
Title 24 of the California Government Code establishes the Land Use Compatibility Guidelines for low-density single family residential land uses as:

- an exterior L_{dn} or CNEL of less than or equal to 60 dB is considered "acceptable;"
- an L_{dn} or CNEL between 60 and 70 dB is considered "conditionally acceptable" (new construction should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design);
- an L_{dn} or CNEL between 70 and 75 dB is considered "normally unacceptable" (new development should be discouraged); and
- an L_{dn} or CNEL of 76 dB or greater is "clearly unacceptable."

City of Sacramento General Plan
The following Goal in the SGPU Health and Safety Element directs City planning decisions and is applicable to the proposed project (SGPU, C-62):

Goal A: Protect the public from detrimental sources that are within the City's responsibility to regulate.

Noise
The following goals and policies in the SGPU Health and Safety Element direct City planning decisions and are applicable to the proposed project (SGPU, C-65):

Goal A: Future development should be compatible with the projected year 2016 noise environment.

Policy 1: Require an acoustical report for any project, which would be exposed to noise levels in excess of those shown as normally acceptable. The contents of the acoustical report shall be as described in Section IV. No acoustical report shall be required where City staff has an existing acoustical report on file, which is acceptable.

Policy 2: Require mitigation measures to reduce noise exposure to "Normally Acceptable Levels" except where such measures are not feasible.

Policy 3: Land uses proposed where the exterior noise level would be below the "normally acceptable" limit may be approved without any requirement for interior or exterior mitigation measures.

North Natomas Community Plan
The following Environmental Design Standards direct City planning decisions in the North Natomas

Community (NNCP, 85):

Acoustical Study: A detailed acoustical study shall be required for any land use which potentially would be incompatible with outdoor noise limits specified by requirements of the Noise Element of the General Plan, or which is located within the Noise Impact Areas shown in the NNCP EIR.

Mitigate Surface Transportation Noise: Development exposed to surface transportation noise should be designed to be consistent with the goals of the City General Plan. Residential land uses should be developed such that there is some usable outdoor space associated with the development that provides an exterior noise level that does not exceed an L_{dn} of 45 dB. Indoor noise levels shall not exceed an L_{dn} of 45 dB.

Sacramento City Code – Noise Ordinance
SCC Title 8.68 Noise Control provides regulations controlling noise from sources other than traffic. SCC Title 8.68.080 provides an exemption for construction related noise sources. Construction may occur between 7 a.m. and 6 p.m., Monday through Saturday, and between 9 a.m. and 6 p.m. on Sunday. Internal combustion engines must be equipped with suitable exhaust and intake silencers in good working order.

Impact Assessment

a) Would the proposal result in increases in existing noise levels?

Answer: Potential Impact. The proposed project will contribute short-term and long-term noise to the existing Community Noise Environment.

Potential Impact: Construction will generate noise greater than the current ambient noise levels. Construction noise will be temporary and is regulated by SCC Title 8.68 Noise Control. The ordinance provides regulations controlling noise from sources other than traffic. Construction related noise sources would be permitted Monday – Saturday 7 a.m. – 6 p.m. and Sunday 9 a.m. – 6 p.m. Table 16 shows the noise standards that apply during the construction phase of the project. Internal combustion engines will be equipped with suitable exhaust and intake silencers in good working order.

Table 16. Construction Related Noise Standards

Cumulative Duration of the Intrusive Sound	Allowable Decibels
Cumulative period of 30 minutes per hour	+0
Cumulative period of 15 minutes per hour	+5
Cumulative period of 5 minutes per hour	+10
Cumulative period of 1 minute per hour	+15
Level not to be exceeded for any time per hour	+20

Level of Significance: Adherence to the City noise ordinance reduces potential impacts to less than significant.

Mitigation Measures: None required.

Potential Impact: The proposed project including the residential development and the employment center development will increase traffic in the vicinity, which would contribute noise to the existing Community Noise Environment. Under year 2016 conditions, the L_{dn} from 75 feet of the centerline of San Juan Road is expected to increase 2 dB from El Centro Road to Interstate 5 (SGPU, AA-19). This would be considered a less than significant increase. The L_{dn} from 75 feet of the centerline of the proposed South Loop Road is predicted to be 70 dB from El Centro Road to East Commerce Way (AA-20). This increase exceeds the 60 dB L_{dn} standard for residential uses. However, the project's contribution would be proportional with other development in the vicinity. On its own, the proposed project is not expected to generate greater than 3 dB L_{dn}. Therefore, the proposed project's contribution of noise to the Community Noise Environment would be considered less than significant.

Level of Significance: Less than significant.

Mitigation Measures: None required.

b) Would the proposal result in exposure of people to severe noise levels?

Answer: Potential impact. The proposed project would not result in exposure of people to severe noise levels in the short term. However, the project could potentially expose people to severe noise levels in the long term. The Environmental Noise Analysis prepared by Bollard and Brennan identified two sources of potential noise impacts to the proposed residential dwelling units: 1) I-5 traffic noise and 2) Office/commercial noise impacts.

Potential Impact: Tables 14 and 15 and Figure 10 in Appendix A shows the locations proposed dwelling units within the 65 dB L_{dn} noise contour. Locating residential development within an L_{dn} or CNEL above 60 dB is considered conditionally acceptable in the SGPU.

This noise impact can be avoided through project design. Placing barriers such as walls, berms, or other structures between a noise source and a receiver can shield the receiver from noise impacts. Bollard and Brennan used the FHWA noise barrier performance analysis methodology to determine the insertion loss and resulting noise level provided by different barrier heights at the first rows of lots affected by I-5 noise (B & B 2001b, 7). Table 17 shows the results of the barrier analysis and Figure 10 in Appendix A shows the barrier locations and barrier heights. The barrier heights and locations account for the 3 dBA discount from the office/commercial development. Barriers can be constructed of concrete block, precast concrete, or earthen berms.

Table 17. Results of Barrier Analysis

Single Family Residential Development	Barrier Location	Barrier Height	Traffic Noise Level With Barrier
North Single Family Residential Development	East facing property lines	8-foot tall berm-wall	60 dB L_{dn}
	North facing property lines of the 4 nearest lots to I-5	6-foot tall wall	60 dB L_{dn}
	South facing property lines of the 8 nearest lots to I-5	6-foot tall wall	60 dB L_{dn}
	Remaining lots facing I-5	6-foot tall wall	60 dB L_{dn}
South Single Family Residential Development	East facing property lines	7-foot tall berm-wall	60 dB L_{dn}
	North facing property lines of the 2 nearest lots to I-5	6-foot tall wall	60 dB L_{dn}
	South facing property lines of the 8 nearest lots to I-5	6-foot tall wall	60 dB L_{dn}
	Remaining lots facing I-5	6-foot tall wall	60 dB L_{dn}

Note: Noise reduction from barriers is only at first floor receivers.

Level of Impact: Less than significant with mitigation incorporation.

Mitigation Measures:

MM 9-1 The project applicant shall provide for the implementation of noise walls as indicated in "Revised Environmental Noise Analysis for Alleghany Properties, Inc., City of Sacramento, North Natomas" (Bollard and Brennan 2001).

North Single Family Residential Development

a. East facing property lines – 8-foot high berm-wall.
b. North facing property lines of the four nearest lots to I-5 – 6-foot high wall.
c. South facing property lines of the eight nearest lots to I-5 – 6-foot high wall.
d. Remaining lots facing I-5 – 6-foot high wall.

South Single Family Residential Development

e. East facing property lines – 8-foot high berm-wall.
f. North facing property lines of the two nearest lots to I-5 – 6-foot high wall.

g. South facing property lines of the three nearest lots to I-5 – 6-foot high wall.
h. Remaining lots facing I-5 – 6-foot high wall.

Level of Impact After Mitigation: Less than significant.

Potential Impact: The office/commercial uses could cause noise impacts to the neighboring residential housing development. The noise sources associated with the office/commercial uses are usually delivery trucks and garbage collection trucks. Bollard and Brennan estimated that the maximum noise levels from on-site delivery at 74 dB at the nearest residence (B & B 2001b, 6). Truck deliveries between 10:00 P.M. and 7:00 A.M. could exceed the nighttime noise criterion of 70 dB L_{max}.

Level of Impact: Less than significant with mitigation incorporation.

Mitigation Measures: Implementation of MM 9-1 will satisfy mitigation for noise generated by sources within the office/commercial development.

Level of Impact After Mitigation: Less than significant.

Potential Impact: Two story residential uses within the 65 dB L_{dn} contour could be susceptible to interior noise levels in excess of the City standard of 45 dB L_{dn}.

Typical façade design and construction in accordance with prevailing industry practices would result in an exterior traffic noise attenuation of 20 to 25 dB L_{dn} with windows closed (B & B 2001b, 10). Noise attenuation of 12 to 15 dB L_{dn} would be expected with windows partially open (B & B 2001b, 10). Second floor facades generally experience traffic noise levels between 3 and 5 dB L_{dn} higher than first floor facades (B & B 2001b, 10). Improvements to the residential building facades would be required to comply with the City's interior noise level standard of 45 dB L_{dn}.

Level of Impact: Less than significant with mitigation incorporation.

Mitigation Measures:

MM 9-2 Prior to issuing a Special Permit for any residential development within the 65 dB L_{dn} noise contour, as it is show in "Revised Environmental Noise Analysis for Alleghany Properties, Inc., City of Sacramento, North Natomas" (Bollard and Brennan 2001), the City of Sacramento will verify that
a) First-floor bedroom windows within the 65 dB L_{dn} noise contour have a minimum sound transmission class rating of 30; and
b) First-floor building facades of those residences located within the 65 dB L_{dn} noise contour will be constructed of stucco or wood siding with an under-layer of 5/8 inch particle board.

MM 9-3 The City of Sacramento will not approve any Special Permit to construct any two-story residences within the 65 dB L_{dn} noise contour, as it is shown in Figure 10 in Appendix A (Bollard and Brennan 2001).

Level of Impact After Mitigation: Less than significant.

10. Public Services

Would the proposal have an effect upon, or result in a need for new or altered government service in any of the following areas:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Fire protection?	☐	☐	☒	☐
b) Police protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☒	☐
d) Maintenance of public facilities, including roads?	☐	☐	☒	☐
e) Other governmental services?	☐	☐	☒	☐

Criteria for Determining Significance

The evaluation of significance on public services is based on question 10. a-e in the environmental checklist.

Environmental Setting

The proposed project is located in the NNCP area of the City of Sacramento (Taylor Monument quad, T9N, R4E, Sections 14 and 15). The project site is currently vacant. The entire project site and bordering properties are planned for residential and mixed-use development by the SGPU and the NNCP.

Fire Protection Service

The Sacramento Fire Department Engine Company 15 serves the project study area (SGPU, M-3). Engine Company 15 is comprised of 4 personnel. The nearest Hazardous Material Unit is located on Challenge Way, off of Exposition Boulevard (SGPU, M-2). The service radius for Engine Company 15 is 2 miles and its average response time is 4 minutes (SGPU, M-1). Proposed SGPU development would significantly increase the demand for fire protection services and facilities, particularly in areas projected to experience the largest share of growth. Development in North Natomas would require the following (SGPU, M-4):

- Relocation of Station 3 to the Metro Airport entrance;
- Construction of a new fire station at Del Paso Road and El Centro Road with an engine/truck company and a Hazardous Materials Unit;
- Construction of a second new fire station at Elkhorn Boulevard and Ernst Road with an engine company.

Police Protection Services

The Sacramento City Police Department serves the project study area. The average response time to first priority calls is 7.5 – 8 minutes. Response times for priority two and three calls averages between 12 minutes and can take as long as 35 minutes (SGPU, L-1). SGPU found that the planned residential, office, commercial, and industrial land uses would create a demand for additional police protection. The most significant impacts would occur in areas such as North Natomas where intensive development, high technology uses, substantial residential and nonresidential interface, a higher potential for circulation problems, and extensive use of greenbelts could require redistricting of City patrol districts and creation of a new patrol area to provide adequate protection (SGPU, L-3). Police Department recommended standards for officers per capita is two per 1,000 residents (SGPU, L-5). The proposed project would not be considered a special generator (land uses requiring additional security).

Schools

The Natomas Union Elementary School District (Natomas SD) provides elementary and middle schools for grades K – 6 for the project study area (SGPU, P-6). Grant Joint Union High School District (Grant Joint Union SD) provides middle and high schools for grades 7 – 12 for the project study area (SGPU, P-6). The Natomas SD is comprised of one K – 6 school within City limits and one 7 – 8 school (SGPU, P-10). Due to enrollment in excess of capacity, the district has been declared "impacted" since 1984 (SGPU, P-10). Grant Union Joint SD provides middle schools for the Del Paso Heights Elementary School District, the Rio Linda Elementary School District, the Robla Elementary School District, and the North Sacramento Elementary School District (SGPU, P-10). Grant Union Joint SD provides high schools for the above listed school districts as well as the Natomas SD (SGPU, P-10). Excess capacity exists for the Grant Union Joint SD with the highest percentage of capacity in the middle schools (SGPU, P-10).

The Natomas SD is projected to increase 594%. Project K – 6 enrollment would require six schools. The NNCP designates nine sites (in excess of three sites). The three elementary school sites could be relocated to the Rio Linda Elementary School District (SGPU, P-22 – P-23). Projected grades 7 – 8 enrollment would require one middle school. The NNCP designates three sites (in excess of two sites). One of the middle school sites could be relocated to accommodate Grant Joint Union SD middle school needs (SGPU, P-22).

Regulatory Setting

City of Sacramento General Plan

The following Overall Goals in the SGPU Public Facilities and Services Element direct City planning decisions and are applicable to the proposed project (SGPU, C-56):

Goal A: Provide a high quality of public facilities and services to all areas of the City.

Goal B: Time all new public facilities and services as closely as possible to approved City expansion.

Goal D: Achieve economy and efficiency in the provision of services and facilities.

Goal E: Design public facilities in such a manner as to ensure safety and attractiveness.

Fire Services

The following goals and policies in the SGPU Public Facilities and Services Element direct City planning decisions and are applicable to the proposed project (SGPU, C-60):

Goal A: Provide adequate fire service to all areas of the City.

Policy 2: Ensure that adequate water supplies are available for fire-fighting equipment in newly developing areas.

Policy 4: Promote greater coordination of land use development proposal with the Fire Department to ensure adequate on-site fire protection.

Policy 5: Promote greater use of fire sprinkler systems for both residential and commercial uses.

The following goals and policies in the SGPU Health and Safety Element direct City planning decisions and are applicable to the proposed project (SGPU, C-64):

Goal A: Maintain effective programs for fire protection and prevention.

Policy 1: Continue the Fire Department's program for inspecting all public and private buildings and review all future development to ensure maximum safety from potential fire hazards.

Policy 2: Require existing and proposed buildings to have adequate fire protection measures to reduce the potential loss of lives and properties.

Police Services
The following goals and policies in the SGPU Public Facilities and Services Element direct City planning decisions and are applicable to the proposed project (SGPU, C-60):

Goal A: Provide the highest level of police service to protect City residents and businesses.

Policy 1: Continue Police Department participation in the review of subdivision proposals and in assisting the Public Works Department with traffic matters.

Schools:
The following goals and policies in the SGPU Public Facilities and Services Element direct City planning decisions and are applicable to the proposed project (SGPU, C-59):

Goal A: Continue to assist school districts in providing quality education facilities that will accommodate projected student enrollment growth.

The Natomas SD standards require that elementary schools be a minimum of 10 acres and planned for 600 students and middle schools be a minimum of 20 acres and planned for 900 students (SGPU, P-10). The Grant Union Joint SD recommends middle schools to be 23 – 25 aces and have an average loading of 750 students and senior high schools to be 40 acres and have an average loading of 1,500 students (SGPU, P-9).

North Natomas Community Plan
The following Guiding Policies direct City planning decisions in the North Natomas Community (NNCP, 65):

A. Provide excellent fire and police protection to the residents, workers, and visitors to the North Natomas Community.

B. Design the physical form of the community to require less police protection.

C. Promote community services and programs to decrease the need for police protection.

D. Provide civic uses to meet the cultural, entertainment, and informational needs of the residents, workers, and visitors to the North Natomas Community.

E. Provide medical and other health facilities to enhance the qulity of life in the community.

F. Maximize revenue generating potential of City owned land and facilities balanced with meeting other public interest goals.

Fire Protection Services
Prior to development, the City Fire Department must verify that adequate fire protection services, including equipment and personnel, exists to serve the project, or will be provided, to achieve and maintain a fire insurance rating of 2.0, either through a funded program or as a condition of approval for the project.

The Financing Approach outlined in the NNCP defines the public and private responsibilities to provide community facilities (NNCP, 90). The Private sector provides necessary capital improvements, which provide benefit to (or mitigate the development impact of) the North Natomas Community Plan. All property owners in the NNCP area are required to participate equitably in the financing mechanisms necessary to finance the design, engineering, and construction of fire improvements provided for in the NNCP. Guarantees for this shall be via development agreements or other means acceptable to the City staff (NNCP, 92).

Police Protection Service
Prior to development, the City Police Department must verify adequate police protection facilities and services, including equipment and personnel, exists to serve the project, or will be provided, to maintain a police protection service standard of 1.6 police officers per 1,000 residents and 1.0 non-sworn personnel for every 1.6 police officers added either though a funded program, or as a condition of approval for the project.

The Financing Approach outlined in the NNCP defines the public and private responsibilities to provide community facilities (NNCP, 90). The Private sector provides necessary capital improvements, which provide benefit to (or mitigate the development impact of) the North Natomas Community Plan. All property owners in the NNCP area are required to participate equitably in the financing mechanisms necessary to finance the design, engineering, and construction of all police improvements provided for in the NNCP. Guarantees for this shall be via development agreements or other means acceptable to the City staff (NNCP, 92).

Schools
The following Guiding Policies direct City planning decisions in the North Natomas Community (NNCP, 61):

A. Provide quality public schools within onvenient access to all students in the community.

B. Elementary schools shall serve as the focal point of a residential neighborhood with about 1,500 to 3,000 dwelling units.

The Financing Approach outlined in the NNCP defines the public and private responsibilities to provide community facilities (NNCP, 90). The Private sector provides necessary capital improvements, which provide benefit to (or mitigate the development impact of) the North Natomas Community Plan. Guarantees for this shall be via development agreements or other means acceptable to the City staff (NNCP, 92).

9. Prior to approval of any rezoning or land use entitlements for any residential land use within the NNCP area, the applicant shall enter into an agreement with the appropriate school districts, which will ensure the provision of adequate school facilities to serve the residential dwelling units when needed. The appropriate school district and the building community will cooperate in drafting a financing plan, which will address the provisions of adequate school facilities to serve the planned residential areas when needed. The Plan will consider Mello-Roos financing and Impaction Fees among other possible sources of funds (NNCP, 91).

Sacramento City Code
SCC Title 15.36 Fire Code provides standards and specifications for the purpose of prescribing regulations governing conditions hazardous to life and property from fire or explosion. This code ensures that projects are planned to provide adequate safety for building occupants and to maximize the ability of the fire department to respond to emergencies. Likewise, SCC Title 15.80 Personal Safety Code states that all projects shall be reviewed to determine that levels of public and personal safety are provided.

Impact Mechanisms

Proposed projects that create a demand for public services may necessitate the construction of public facilities.

Impact Assessment

a) Would the proposal have an effect upon, or result in a need for new or altered government service in fire protection?

Answer: Potential impact.

Potential Impact: The proposed project will increase demand for fire protection services and will necessitate capital improvements to provide adequate protection to maintain the 2.0 fire insurance rating. Impacts to fire protection services associated with ultimate build-out of the NNCP were anticipated and disclosed in the NNCP. All development in North Natomas is subject to participation in the North Natomas Financing Plan, which outlines a program for financing improvement to and expansion of fire protection services. The applicant will guarantee participation in the plan with the execution of the development agreement with the City.

The proposed project does not significantly alter the density or intensity of development designated in the SGPU and NNCP. Therefore, impacts on fire protection services are considered less than significant.

Impact Significance: Less than significant.

Mitigation Measures: None required.

b) Would the proposal have an effect upon, or result in a need for new or altered government service in police protection?

Answer: Potential impact.

Potential Impact: The proposed project will increase demand for police protection services and will necessitate capital improvements to provide adequate protection to maintain a police protection service standard of 1.6 police officers per 1,000 residents and 1.0 non-sworn personnel for every 1.6 police officers. Impacts to police protection services associated with ultimate build-out of the NNCP were anticipated and disclosed in the NNCP. All development in North Natomas is subject to participation in the North Natomas Financing Plan, which outlines a program for financing improvement to and expansion of police protection services. The applicant will guarantee participation in the plan with the execution of the development agreement with the City.

The proposed project does not significantly alter the density or intensity of development designated in the SGPU and NNCP. Therefore, impacts on police protection services are considered less than significant.

Impact Significance: Less than significant.

Mitigation Measures: None required.

c) Would the proposal have an effect upon, or result in a need for new or altered government service in schools?

Answer: Potential impact.

Potential Impact: The proposed project will increase demand for schools. Impacts to police protection services associated with ultimate build-out of the NNCP were anticipated and disclosed in the NNCP. All development in North Natomas is subject to participation in the North Natomas Financing Plan, which states (NNCP, 91) "Prior to approval of any rezoning or land use entitlements for any residential land use within the NNCP area, the applicant shall enter into an agreement with the appropriate school districts, which will ensure the provision of adequate school facilities to serve the residential dwelling units when needed."

Impact Significance: Less than significant.

Mitigation Measures: None required.

D) Would the proposal have an effect upon, or result in a need for new or altered government service in maintenance of public facilities, including roads, or

E) other governmental services?

Answer: Potential Impact.

Potential Impact: As discussed in the Impact Assessment questions 10. a – c above, all development in North Natomas is subject to participation in the North Natomas Financing Plan, which outlines a program for financing improvement to and expansion of public services. The applicant will guarantee participation in the plan with the execution of the development agreement with the City.

Impact Significance: Less than significant.

Mitigation Measures: None Required.

11. Utilities/ Service Systems

Would the proposal result in a need for new systems or supplies, or substantial alterations to the following utilities:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Local or regional water treatment or distribution facilities?	☐	☐	☒	☐
b) Sewer or septic tanks?	☐	☐	☒	☐
c) Storm water drainage?	☐	☐	☒	☐
d) Solid waste disposal?	☐	☐	☒	☐
e) Local or regional water supplies?	☐	☐	☒	☐

Criteria for Determining Significance

The evaluation of significance on utilities/ service systems is based on questions 11. a-g in the environmental checklist.

Impact Mechanisms

Projects that create a demand for public utilities and service systems may necessitate the construction or expansion of public facilities such as storm drainage systems and wastewater treatment facilities.

Environmental Setting

The proposed project is located in the NNCP area of the City of Sacramento (Taylor Monument quad, T9N, R4E, Sections 14 and 15). The project site is currently vacant. Interstate 5 bounds the project area to the east and San Juan Road bounds the project to the south. The River View PUD occurs south of San Juan Road. The project area is bisected by South Loop Road. The El Centro Drain and Detention Basin 7a borders the project area on the west, south of South Loop Road. North of South Loop Road, the Gateway West PUD borders the project area to the west and to the north. The entire project site and bordering properties are planned for residential and mixed-use development by the SGPU and the NNCP.

Water

The Water Division of the City of Sacramento, Department of Utilities, provides water to the project site. Approximately 75% of the potable water for the entire City is obtained from surface waters, the American and Sacramento Rivers and the remaining 25 % is obtained from wells (personal communication, D. Schamber, City of Sacramento Department of Utilities). The North Natomas area is served primarily by surface sources such as the American and Sacramento Rivers (personal communication, D. Schamber, City of Sacramento Department of Utilities).

Sewer

The County Sanitation District Number 1 (CSD – 1) and Sacramento Regional County Sanitation District provides sewer service to North Natomas (SGPU, I-1). Using the Sacramento Area Council of Governments (SACOG) assumptions for sewage generation, the project site would generate approximately 485,200 gallons of sewage per day. Calculation based on 2,000 gallons multiplied by 242.6 acres of development = 485,200 gallons of sewage per day. The County of Sacramento has indicated that that sanitary sewer service is available to the project site after payment of applicable connection fees. The cost of sewer lateral extension and sewer service installation to the property line is the responsibility of the developer (SGPU, I-7).

Drainage
The project study area is within the Detention Basin 7a watershed area of the North Natomas drainage system. The City of Sacramento Utilities Department has indicated that prior to approval of the final master parcel map the applicant shall enter into a Drainage agreement with the other developers within the Detention Basin 7a watershed to design, construct, and/or finance the design and construction necessary to provide the basin and trunk lines. The applicant is required to provide adequate storm water drainage to the satisfaction of the City Utilities Director.

Regulatory Setting

City of Sacramento General Plan
The following Overall Goals in the SGPU Public Facilities and Services Element direct City planning decisions and are applicable to the proposed project (SGPU, C-56):

Goal A: Provide a high quality of public facilities and services to all areas of the City.

Goal B: Time all new public facilities and services as closely as possible to approved City expansion.

Goal D: Achieve economy and efficiency in the provision of services and facilities.

Goal E: Design public facilities in such a manner as to ensure safety and attractiveness.

Water
The following goals and policies in the SGPU Public Facilities and Services Element direct City planning decisions and are applicable to the proposed project (SGPU, C-56):

Goal A: Provide and improve water supply facilities to meet the future growth of the City and assure a continued supply of safe potable water.

Policy 3: Work with property owners to develop financing arrangements in order to provide needed water facilities in newly developed areas.

The Water Division of the City of Sacramento, Department of Utilities, provides water to the project site. City water is provided to areas in the City as they develop. The capital costs of the distribution system are borne by the developer. Developers must directly pay for 12-inch and smaller lines. Financing of new transmission lines and water treatment and storage facilities is accomplished through imposition of development fees. Higher fees are charged for larger service connections such as commercial and industrial uses. Placement and sizing of water transmission and distribution lines are determined by City Staff. After the water distribution facilities have been installed, the City operates and maintains the system (SGPU, H-7).

Sewer
The following goals and policies in the SGPU Public Facilities and Services Element direct City planning decisions and are applicable to the proposed project (SGPU, C-57):

Goal A: Provide adequate sewer service for all urbanized or developing neighborhoods.

Policy 3: Work with property owners to develop financing arrangements in order to provide sewer services.

To accommodate growth under the SGPU, expansion of the interceptor system to convey sewage flow to the Regional Plant is required. The Natomas Interceptor, the Dry Creek Interceptor, and the Northeast Interceptor require modification. Expansion of the Natomas Pump Station is also needed prior to major development in North Natomas (SGPU, I-8). The costs of major facility requirements are borne by the developers who benefit from them in the most equitable means possible (SGPU, I-9).

Drainage
The following goals and policies in the SGPU Public Facilities and Services Element direct City planning decisions and are applicable to the proposed project (SGPU, C-58):

Goal A: Provide adequate drainage facilities and services to accommodate desired growth levels.

Policy 1: Ensure that all drainage facilities are adequately sized and constructed to accommodate the projected increase in stormwater runoff from urbanization.

Policy 4: Require the private sector to form assessment districts to cover the cost of providing drainage services.

As the North Natomas area is developed new drainage systems and substantial reconstruction of existing agricultural systems is required (SGPU, J-6). The City of Sacramento requires developers to provide all of the drainage facilities needed to support development (SGPU, J-4).

Solid Waste
The following goals and policies in the SGPU Public Facilities and Services Element direct City planning decisions and are applicable to the proposed project (SGPU, C-58):

Goal A: Provide for adequate solid waste disposal facilities and services for collection, storage, and reuse of refuse.

The SGPU identifies the need to expand recycling efforts to mitigate for the increased demand for solid waste disposal in the City of Sacramento (SGPU, K-7).

North Natomas Community Plan

The following Guiding Policies direct City planning decisions in the North Natomas Community (NNCP, 73):

A. Provide public and private utilities to all land uses in the North Natomas Community.

B. Provide Guidance necessary for new development to demonstrate the provision of adequate public facilities and services.

C. Maintain adequate levels of service to prevent services from being insufficient and deteriorating as growth occurs.

D. Levels of service shall be consistent with policies contained in the respective elements of the General Plan or Master Plans prepared by respective service providers.

Water
Prior to any development occurring, the City Utilities Department must verify that adequate water supply system capacity exists to serve the specific project or will be provided through a funded program and/or a condition of approval of the project (NNCP, 74).

Incorporate water conservation measures such as landscaping with drought tolerant plants and installing water efficient irrigation systems and plumbing facilities in residential and non-residential development projects (NNCP, 89).

Sewer
Prior to development occurring, the Sacramento Regional County Sanitation District, CSD – 1, and the City Utilities Department must verify that adequate sanitary sewer system capacity exists to serve the specific project or will be provided through a funded program and/or a condition of approval of the project (NNCP, 73).

Drainage
To ensure that adequate drainage facilities are in place prior to development occurring, and to ensure that funding is available to implement the entire comprehensive drainage plan when development is complete, all drainage agreements needed to accomplish the Comprehensive Drainage Plan must be executed prior to approval of any incremental development. Drainage agreements must be executed that are consistent with the

Comprehensive Drainage Plan and are legally sufficient to ensure its completion (NNCP, 70). Funding for the design, construction, operation, and maintenance of all the facilities constructed or improved under the Comprehensive Drainage Plan will be proportioned among those users that benefit by the facilities and with the purpose of the facility (NNCP, 71).

Solid Waste
Prior to any development occurring, the City County Solid Waste Joint Powers Authority must verify that waste removal service and disposal facilities exist to serve the project or will be provided through a funded program. A curbside recycling program shall be required as part of the collection service (NNCP, 74).

The Financing Approach outlined in the NNCP defines the public and private responsibilities to provide community facilities (NNCP, 90).

- The Private sector shall provide necessary capital improvements, which provide benefit to (or mitigate development impact of) the North Natomas Community Plan. Exceptions to this requirement shall be limited to those improvements (if any), which are subject to a formal agreement with the City that specifically provides an alternative funding arrangement.
- Where a particular capital improvement will prove specific and special benefit to land beyond the North Natomas Community Plan area, the City will identify available funding sources to defray the regional component of the cost of the improvement.
- The City of Sacramento will provide traditional maintenance and operation services to the North Natomas Community Plan area after capital improvements are installed and development occurs, consistent with all the criteria and standards detailed in the adopted North Natomas Community Plan.

All property owners in the NNCP area are required to participate equitably in the financing mechanisms necessary to finance the design, engineering, and construction of all library, fire, police, street, traffic, water, sewer, drainage improvements and all monitoring programs provided for in the NNCP. Guarantees for this shall be via development agreements or other means acceptable to the City staff (NNCP, 92).

Sacramento City Code

SCC Title 13.04 Water Services provides that the Division of Water Public Works Department will furnish safe and potable water meeting the standards of the California Management and Safety Code. The Public Utilities Department is entitled to design plan review.

SCC Title 13.08 Sewer Service System provides that the City of Sacramento will provide a public sewer system. The Public Utilities Department is entitled to design plan review.

SCC Title 13. 10 Garbage Collection and Disposal provides that it shall be the duty of the Division of Solid Waste of the Public Works Department to gather, collect, recycle, reconstitute, recover and dispose of by landfilling or sale all garbage, rubbish and waste matter within the city. The Public Works Department is entitled to design plan review.

SCC Title 13. 13 Stormwater Management and Discharge Control regulates non-stormwater discharges to the stormwater conveyance system, discharges to the stormwater conveyance system from spills, dumping, or disposal of materials other than stormwater, and pollutants in urban stormwater discharges.

SCC Title 17.72 Zoning Recycling and Solid Waste Disposal Regulations regulates the location, size, and design features of recycling and trash enclosures in order to provide adequate, convenient space for the collection, storage, and loading of recyclable and solid waste material for existing and new development; increases recycling of used materials; and reduces litter. This chapter requires that all non-residential (commercial, office, industrial, and public/quasi-public) and residential (multifamily of five or more units) development prepare and submit a recycling program with the planning application before issuance of a building permit. The recycling program must include: 1) a flow chart depicting the routing of recycled materials, 2) a site plan specifying the location and design components and storage locations associated with recycling efforts, 3) a construction plan to specify the recyclable materials being used in the construction of the proposed structures, 4) a demolition plan specifying the proposed

recycling or reusable or recyclable building material in the demolition of any existing structures, and 5) an education program pertaining to recycling. Single family residential units and multiple family residential uses (four units or less) will be provided with curbside recycling service by the City. Design features in residential units should enhance the likelihood of recycling.

California Integrated Waste Management Act of 1989 (AB 939)
AB 939 mandates that cities develop source reduction and recycling plans. The goal of AB 939 is to require cities to divert 25% of the waste stream from going to landfills by 1996 and to divert 50% of the waste stream from going to landfills by the year 2000. The SCC Zoning Ordinance has provisions pertaining to solid waste recycling that satisfy the requirements of AB 939.

Impact Assessment

a) Would the proposal result in a need for new systems or supplies, or substantial alterations to local or regional water treatment or distribution facilities?

Answer: Potential impact.

Potential Impacts: The proposed project would result in an increased demand for potable water, irrigation water, and water for fire fighting. Prior to project approval, the City of Sacramento Utilities Department will verify whether water supply is sufficient to serve the project site. If water supply is not sufficient or the capacity of the infrastructure is limited, the applicant will provide the necessary improvements through a funded program proportionate to the project's demand.

Impacts to public facilities associated with ultimate build-out of the NNCP were anticipated and disclosed in the NNCP. All development in North Natomas is subject to participation in the North Natomas Financing Plan, which outlines a program for financing improvement to and expansion of water treatment and distribution facilities. The applicant will guarantee participation in the plan with the execution of the development agreement with the City.

Level of Significance: Less than significant.

Mitigation Measures: None required.

b) Would the proposal result in a need for new systems or supplies, or substantial alterations to sewer or septic tanks?

Answer: Potential impact.

Potential Impact: The proposed project would result in an increased demand for sewer service. The Sacramento Regional County Sanitation District, CSD – 1, and the City Utilities Department will verify that adequate sewer system capacity exists to serve project site. If sewer service is not sufficient or the capacity of the sewer service infrastructure is limited, the applicant will provide the necessary improvements through a funded program proportionate to the project's demand.

Impacts to public facilities associated with ultimate build-out of the NNCP were anticipated and disclosed in the NNCP. All development in North Natomas is subject to participation in the North Natomas Financing Plan, which outlines a program for financing improvement to and expansion of sewer systems. The applicant will guarantee participation in the plan with the execution of the development agreement with the City.

Level of Significance: Less than significant.

Mitigation Measures: None required.

c) Would the proposal result in a need for new systems or supplies, or substantial alterations to storm water drainage?

Answer: Potential impact.

Potential Impact: The proposed project would result in increased stormwater runoff and greater demand on existing drainage capacity. A drainage agreement (proportional funding program) between all property owners within the Detention Basin 7a watershed must be executed to coordinate design and construction of improvements to obtain capacity required by the Comprehensive Drainage Plan. The project applicant will provide adequate stormwater drainage to the satisfaction of the City of Sacramento Utilities Department.

Impacts to public facilities associated with ultimate build-out of the NNCP were anticipated and disclosed in the NNCP. All development in North Natomas is subject to participation in the North Natomas Financing Plan, which outlines a program for financing improvement to and expansion of drainage systems. The applicant will guarantee participation in the plan with the execution of the development agreement with the City.

Impact Significance: Less than significant.

Mitigation Measures: None required.

d) Would the proposal result in a need for new systems or supplies, or substantial alterations to solid waste disposal?

Answer: Potential impact.

Potential Impact: The proposed project would lead to increase of solid waste production that needs to be handled by the City solid waste system. However, no building is proposed with this application. Prior to construction of any building on the site, an approved Special Permit is required. During review of the Special Permit, the recycling program for the buildings will be evaluated. Because the project is subject to SCC 17.72, the proposed project is not anticipated to result in a significant impact on solid waste disposal.

Impact Significance: Less than significant.

Mitigation Measures: None required.

e) Would the proposal result in a need for new systems or supplies, or substantial alterations to local or regional water supplies?

Answer: Potential impact.

Potential Impacts: The proposed project would result in an increased demand for potable water, irrigation water, and water for fire fighting. Prior to project approval, the City of Sacramento Utilities Department will verify whether water supply is sufficient to serve the project site. If water supply is not sufficient or the capacity of the infrastructure is limited, the applicant will provide the necessary improvements through a funded program proportionate to the project's demand.

Impacts to public facilities associated with ultimate build-out of the NNCP were anticipated and disclosed in the NNCP. All development in North Natomas is subject to participation in the North Natomas Financing Plan, which outlines a program for financing improvement to and expansion of water supplies. The applicant will guarantee participation in the plan with the execution of the development agreement with the City.

Level of Significance: Less than significant.

Mitigation Measures: None required.

12. Aesthetics, Light and Glare

Would the proposal:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Affect a scenic vista or scenic highway?	☐	☐	☐	☒
b) Have a demonstrable negative aesthetic effect?	☐	☐	☒	☐
c) Create light and glare?	☐	☐	☒	☐

Criteria for Determining Significance

Projects that result in substantial changes to landforms, remove or add significant structures, result in visual clutter or disorder, or substantially disrupt the visual context with their surroundings would be considered to have a significant visual impact.

Impact Mechanisms

Structures and changes in landforms have an impact on the visual environment. The extent of the impact is based on several factors, such as the existing visual character of the area, the expectations of individuals viewing the area, and the location of the impact (foreground, middle ground, and background).

Environmental Setting

The 242.6-acre project site is currently vacant. Interstate 5 bounds the project area to the east and San Juan Road bounds the project to the south. The River View PUD occurs south of San Juan Road. The project area is bisected by South Loop Road. The El Centro Drain and Detention Basin 7a borders the project area on the west, south of South Loop Road. North of South Loop Road, the Gateway West PUD borders the project area to the west and to the north. The entire project site and bordering properties are planned for residential and mixed-use development by the SGPU and the NNCP.

The proposed project would result in the construction of 211 low density residential units, 501 medium density residential units, 378 high density residential units, 870,000 ft^2 of office space, and institutional use(s). The project would also include two parks, freeway buffer, landscape corridors, and roadways and utility infrastructure.

The proposed project also seeks an amendment to the existing River View PUD to include the Parkview project within the River View PUD. The River View PUD Development Guidelines, which establish a design review committee and design standards for residential, commercial, and employment centers development, would be amended to include a second design review committee to review the Parkview development. The Parkview development would also be held to the design standards established in the River View PUD Development Guidelines.

Regulatory Setting

City of Sacramento General Plan
The SGPU describes the primary aesthetic review mechanism for residential and mixed-use development in the City of Sacramento is the zoning ordinance (SGPU, S-3). The PUD concept is one subsection of the zoning ordinance that encourages the design of well-planned facilities through creative and imaginative planning (SGPU, S-3). The PUD designation is intended to be utilized for large acreage developments capable of achieving distinct characteristics.

SGPU set the following goals (relevant to the proposed project) for aesthetic values within the SGPU area (S-11):

1. To enhance the aesthetic values of the community.

3. To improve the quality of the City environment for residents, visitors, and employees.

4. To encourage the development of an attractive, healthy, and aesthetically pleasant living environment.

6. To conserve and build upon the positive qualities of the City and at the same time eliminate those aspects which create negative perceptions.

The following SGPU Policies that help the City of Sacramento achieve its aesthetic goals are applicable to the proposed project (SGPU, S-11 – S-12).

2) Enforce City codes to eliminate conditions such as unscreened storage, inoperative cars, overgrown weeds, and litter;
3) Encourage the use of landscaping treatments alongside subdivision walls to avoid visual monotony;
4) Encourage landscaping in all developed areas, including planting median strips and large canopy trees;
7) Enforce City codes regarding landscaping improvements to ensure that, within 15 years after establishment of a parking lot, at least 50% of the parking lot will be shaded;
13) Continue existing City policies to:
   - Require Subdivision Review Committee review of tentative subdivision maps, giving particular emphasis to aesthetic and environmental consideration,
   - Encourage the retention of mature trees, open space greenbelts, and other attractive features within new private projects,
   - Require street landscaping and tree planting,
   - Encourage appropriate design features in buildings,
   - Require underground utilities;
14) Continue to develop urban design standards which provide open space, attractive landscaping, and encourage creative design features which are sensitive to the urban forms, scales, and patterns found in the city;

North Natomas Community Plan
The Environmental Design Standards in the NNCP sets three basic levels of standards (NNCP, 82): 1) Community-Wide Design Standards, 2) System Design Standards, and 3) Project Design Standards. The Project Design Standards apply to specific PUDs and projects (NNCP, 87). The River View PUD Development Guidelines follow the framework of the North Natomas Model Development Guidelines (City of Sacramento 1994). The following Project Design Standards apply to the proposed project (NNCP, 87 - 89):

<u>PUD Requirement</u>

PUD Requirement: All development in North Natomas will be developed within a PUD.

Subject to Section 8 of the Zoning Ordinance: The PUD designation appearing on the official zoning map indicates that the property so classified is subject to the requirements and restrictions of Section 8 of the Zoning Ordinance in addition to the underlying zone.

Special Permit Required: A special Permit shall be required for any development in a PUD.

<u>Site Design</u>

Design Review Process: The City's Design Review process shall apply to all residential and non-residential projects within all PUDs in North Natomas.

Open Space: Encourage developers to incorporate private open space/ recreational uses in medium and high

density residential projects and employment centers.

Building Design

Building Heights: All building heights in North Natomas should be regulated. Primarily low scale development should be done to maintain the visibility and identifiability of the Downtown when seen from within North Natomas or long major transportation corridors.

Mitigate Light and Glare Impacts: Buildings will need to mitigate light and glare impacts project by project, depending on building materials, orientation, and proximity to sensitive light receptors.

Landscape Guidelines

Landscape Plan: Landscape plans shall be required for all projects at the special permit stage and the phasing of the landscape and irrigation installation should be described.

Early Phasing Landscaping: Where proposed projects abut major thoroughfares and transportation corridors, applicants should be required as a condition of project approval to plant landscaping around the periphery of their sites as an initial or early phase of project implementation.

Choose Appropriate Tree Species for Building Areas: Provide appropriate tree species in appropriate locations around buildings to reduce summer cooling loads and allow solar gain during winter.

Landscaped Berms within Parking Lots: Use of landscaped berms should be encouraged in and around parking lots. Care should be taken not to create barriers to pedestrian travel or to waste water due to sprinkler water.

Choose Appropriate Shade Trees for Parking Lots: Landscape guidelines should emphasize the planting of trees with large spreads to help shade parking lots and with branches which grow or are pruned well up trunks so that there is an ample canopy of vegetation while maintaining visibility and safety for pedestrians, bicyclists, and drivers.

Sacramento City Code

SCC Title 17.180 Planned Unit Developments (PUDS) Regulations and Maps: The purpose of this chapter is to provide for greater flexibility in the design of integrated developments than otherwise possible through strict application of zoning regulations. It is the intent of this chapter to encourage the design of well-planned facilities, which offer a variety of housing or other land uses through creative and imaginative planning.

Except as otherwise provided in the special permit or in the resolution to designate the PUD, no building permit shall be issued for any building or structure within the boundaries of a PUD until the plans submitted for the building permit have been reviewed by the planning director to determine that said plans conform to a valid special permit issued for a PUD under this chapter. No building or structure unit within a PUD may be occupied until an inspection of the project has been made by the planning director to see that all conditions of the special permit have been complied with.

SCC Title 17.212 Special Permits: A special permit may be granted at the discretion of the zoning administrator, planning commission or city council and is not the automatic right of any applicant. In considering an application for a special permit, the following guidelines shall be observed:

A. Sound Principles of Land Use. A special permit shall be granted upon sound principles of land use.
B. Not Injurious. A special permit shall not be granted if it will be detrimental to the public health, safety or welfare, or if it results in the creation of a nuisance.
C. Must Relate to a Plan. A special permit use must comply with the objectives of the general or specific plan for the area in which it is to be located.

SCC Title 17.68.010 Landscaping Requirements, Part A.3 requires that all minimum front and street side set backs shall be landscaped, irrigated and maintained with primarily low ground cover or turf. Only living vegetation may be used as ground cover. Part C of the same chapter requires that trees shall be planted and

maintained throughout any surface parking lot to ensure that, within 15 years after establishment of the parking lot, at least 50% of the parking lot will be shaded.

SCC Title 17.68.030 Other Site Requirements, Part B states that exterior lighting shall reflect away from residential area and public streets.

Impact Assessment

a) Would the proposal affect a scenic vista or scenic highway?

Answer: No.

b) Would the proposal have a demonstrable negative aesthetic effect?

Answer: Potential Impact.

Potential Impact: The proposed project would develop 242.6 acres of currently vacant land with residential and mixed-use land uses. The development would be a significant change in the existing landscape. Initial phases of the project would involve site preparation, road construction, installation of utility lines, and construction of houses, office buildings and institutional uses. However, construction of the project would not have a demonstrable negative effect because the surrounding land uses are planned for similar development. Residential development is a common and accepted part of the urban landscape in the City of Sacramento.

No building is proposed with this application. Because the project site is zoned as a PUD, prior to issuance of any building permit, an approved Special Permit is required. Any building must comply with the design criteria in the approved River View PUD Development Guidelines, which is consistent with the North Natomas Model Development Guidelines (City of Sacramento 1994). The City's Design Review process, including plan review for aesthetic and environmental considerations, applies to all residential and non-residential projects within all PUDs in North Natomas.

Impact Significance: Less than significant.

Mitigation Measures: None required.

c) Would the proposal create light and glare?

Answer: Potential Impact.

Potential Impact: Implementation of the proposed project could result in the creation of new sources of light and/or glare. However, compliance with SCC Titles 17.24 and 17.68.030 Part B will ensure that exterior lighting is appropriate and will be reflected away neighboring land uses.

The NNCP states that buildings need to mitigate light and glare impacts project by project, depending on building materials, orientation, and proximity to sensitive light receptors (NNCP, 88). The design review and Special Permit requirements that apply to development within PUDs help ensure that impacts resulting from new sources of light and glare will be mitigated to a less than significant level.

Impact Significance: Less than significant.

Mitigation Measures: None required.

13. Cultural

Would the proposal:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Disturb paleontological resources?	☐	☒	☐	☒
b) Disturb archeological 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?	☐	☐	☐	☒

Criteria for Determining Significance

According to CEQA, an impact is considered significant if it would disrupt or adversely affect a prehistoric or historic archaeological site or property of historic or cultural significance to a community or ethnic or social group. A project may have an adverse effect on a historic property if the effect diminishes the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. A project has an adverse effect on a historic property if it alters the characteristics of the property that may qualify the property for inclusion in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR), including alteration of location, setting, or use.

Environmental Setting

The proposed project is located on the northwest corner of the San Juan Road overpass at Interstate 5, in the City of Sacramento, CA. The project study area occurs on the Taylor Monument USGS Topographic Quadrangle (T9N, R4E, Sections 14 and 15). The project is located within the SGPU area and the NNCP area. Interstate 5 bounds the project area to the east and San Juan Road bounds the project to the south. The River View PUD occurs south of San Juan Road. The project area is bisected by South Loop Road. The El Centro Drain and Detention Basin 7a borders the project area on the west, south of South Loop Road. North of South Loop Road, the Gateway West PUD borders the project area to the west and to the north.

In 1999, PAR Environmental Services, Inc. (PAR) prepared "A Cultural Resource Inventory of the Natomas Crossing Area 4 Project, Sacramento, California." PAR conducted a records search and a historical map review for the project site. A mixed coverage strategy survey of the project site was also included in the study. No previously unrecorded resources were identified during the survey (PAR, 9). A razed ranch complex is located on the project site near Interstate 5. The buildings do not appear to satisfy the criteria of the California Register of Historical Resources, nor do they satisfy the uniqueness criterion of CEQA Section 21083.2 (PAR, 12). One prehistoric find has been recorded in the vicinity of the project. PAR reports that Chavez (1984) noted an isolated obsidian flake adjacent to the western edge of project study area (PAR, 9). This area has been excavated approximately 15 to 20 feet deep as part of the El Centro Drain and Detention Basin 7a project. Two historic sites have been recorded in the vicinity of the project study area. The project is located wholly within the Reclamation District 1000 (HAER No. CA-187), which is classed as a Historic Rural Landscape (PAR, 11). Witter Ranch, a National Register Site, occurs west of the El Centro Drain and Detention Basin 7a (PAR, 12).

Regulatory Setting

Cultural resources are treated under two areas of code: CEQA Section 21083.2 and Section 21084.1 and California Public Resources Code (PRC) Section 5024.1a-i and Section 5097.5a. CEQA Section 21083.2 defines a "unique archeological resource" as:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
2. Has a special and particular quality such as being the oldest of its type or the best available example of its types.
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

CEQA Section 21084.1 defines a significant historical resource as a resource listed or eligible for listing in the CRHR. Any resource that has been determined eligible for inclusion in the NRHP will be considered eligible for the CRHR. Any resource included in a local register of historical resources, or that has been identified in a historical resources survey that meets the requirements of PRC Section 5024.1(g) is considered a historical resource.

The PRC Section 5097.5a protects prehistoric and historical resources, geologic, and paleontological resources. PRC Section 5097.5a reads, in part, "No person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature."

Projects that receive funding or require approvals from a federal agency, e.g., U.S. Army Corps of Engineers Section 404 permit, must meet not only CEQA requirements but also requirements of Section 106 of the National Historic Preservation Act.

City of Sacramento General Plan
The SGPU determined that the following mitigation measures would reduce potential impacts to cultural resources to level of less than significant (SGPU, V-7 – V-8):

1. Required consultation with the North Central Information Center to identify known cultural resources and potential cultural resources that could be found on land proposed for development.
2. Require an archeological field survey if development area is sensitive.
3. Implement specific preservation measures recommended by the survey archeologist.
4. Cease construction activities and consult qualified archeologists upon discovery of potential cultural resources.
5. Maintain confidentiality of significant prehistoric resource locations.
6. Adopt cultural resource policies as part of the SGPU.

North Natomas Community Plan
The NNCP provides community-wide design standards for the protection of archeological and historical resources (NNCP, 85):

1. Field Reconnaissance Required: A comprehensive field survey should be completed for any development planned in the vicinity of a recorded archeological site in full consultation with the Native American community and the State Historic Preservation Office.
2. Halt Work if Artifacts Found: If artifacts are found, work will stop and a qualified archeologist shall be consulted.
3. In-Place Preservation Preferred: In-place preservation if archeological sites would likely require the redesign of the development to incorporate the site into an open space area.

Impact Assessment

a) Would the proposal disturb paleontological resources?

Answer: Potential Impact.

Potential Impact: The project proposes to develop 242.6 acres with residential and employment center land uses. Although no paleontological indicators were identified within the APE (PAR, 9), grading activities could reveal paleontological resources not previously identified. Pursuant to PRC 5097.5a (knowingly and willfully excavate upon historic, prehistoric, or paleontological resources), the project may not affect such resources. Both SGPU and NNCP require construction to cease if cultural resources are unearthed during grading and excavation activities.

No cemeteries were identified in the APE in the historical archival record search. The project site has been fully impacted by soil disturbance and no human remains have been previously identified. Pursuant to State Health and Safety Code Section 7050.5, if human remains are unearthed during construction, the construction contractor will cease work within 100 ft of the discovery and notify the City of Sacramento of the find. The City shall notify the County Coroner and no further disturbance shall occur until the Coroner has made the necessary findings as to the origins and disposition pursuant to Public Resource Code Section 5097.98.

Level of Significance: Less than significant with the implementation of mitigation measures.

Mitigation Measures:

MM 13-1 If subsurface paleontological resources are discovered during excavation or construction of the site, work in the affected area shall stop immediately and a qualified paleontologist shall be consulted to develop, if necessary, further mitigation measures to reduce any impact to a less than significant level before construction continues.

Level of Significance after Mitigation: Less than significant.

b) Would the proposal disturb archeological resources?

Answer: Potential Impact.

Potential Impact: The project proposes to develop 242.6 acres with residential and employment center land uses. Although no archeological indicators were identified within the APE (PAR, 9), grading activities could reveal archeological resources not previously identified. Pursuant to PRC 5097.5a (knowingly and willfully excavate upon historic, prehistoric, or paleontological resources), the project may not affect such resources. Both SGPU and NNCP require construction to cease if cultural resources are unearthed during grading and excavation activities.

Level of Significance: Less than significant with the implementation of mitigation measures.

Mitigation Measures:

MM 13-2 If subsurface archaeological or historical remains (including, but not limited to, unusual amounts of bones, stones, or shells) are discovered during excavation or construction of the site, work in the affected area shall stop immediately and a qualified archaeologist and a representative of the Native American Heritage Commission shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less-than-significant level before construction continues.

Level of Significance After Mitigation: Less than significant.

c) Would the proposal affect historical resources?

Answer: Potential impact.

Potential Impact: Two historical resources occur within the vicinity of the project study area: 1) Witter Ranch National Historic Site and 2) Reclamation District 1000 Historic Rural Landscape. The project will not directly affect the Witter Ranch Historic Site. The El Centro Drain and Detention Basin 7a provides a physical and visual buffer between the ranch and the western border of the project site.

Construction and development will directly affect the integrity of the property included within the Reclamation District 1000 Historic Rural Landscape. However, the firm that prepared the Historic American Engineering Record (Peak and Associates, Inc., 1997) anticipated this impact.

> "The resulting increase in development that will result from the improved flood protection will have an adverse effect on the contributing elements of the district – the drainage and road systems, and large-scale land patterns – due to the physical destruction or alteration of these resources. Alterations to the individual contributing resources will result in loss of integrity to the district (Peak 1997, 65)."

As Peak noted, continuing development is a direct result of the continuing work on flood control (PAR, 11). This is the direct consequence of the original flood control efforts that created Reclamation District 1000 (PAR, 11).

Level of Significance: Less than significant.

Mitigation Measures: None required.

d) Would the proposal have the potential to cause a physical change, which would affect unique ethnic cultural values?

Answer: No.

e) Would the proposal restrict existing religious or sacred uses within the potential impact area?

Answer: No.

14. Recreation

Would the proposal:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Increase the demand for neighborhood or regional parks or other recreational facilities?	☐	☐	☒	☐
b) Affect existing recreation opportunities?	☐	☐	☐	☒

Criteria for Determining Significance

An impact on recreation would be considered significant if it would:

- increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated, or
- include the loss or degradation of existing recreational facilities.

Impact Mechanisms

Projects that create a demand for recreation may necessitate the construction or expansion of recreational facilities. Project that result in the change of land use designated for park use for another land use.

Environmental Setting

The project is located within the NNCP area of the City of Sacramento. Interstate 5 bounds the project area to the east and San Juan Road bounds the project to the south. The River View PUD occurs south of San Juan Road. The project area is bisected by South Loop Road. The El Centro Drain and Detention Basin 7a borders the project area on the west, south of South Loop Road. North of South Loop Road, the Gateway West PUD borders the project area to the west and to the north.

The population estimate for the project site under its existing NNCP land use designations is 3,952. The population estimate for the project site under the proposed NNCP land use designations is 3,572. The project proposes to develop two Neighborhood Parks, totaling 7.6 net acres. The first park (Center Park) would be located west of Duckhorn Boulevard and south of South Loop Road and would be the focal point of the Low Density Residential neighborhood (Appendix A, Figure 1). Center Park is planned to be 5 acres. The second park (East Park) would be located east of Duckhorn Boulevard and south of South Loop Road adjacent to the lot proposed for Institutional land use (Appendix A, Figure 1). East Park would be a fixture of the Employment Center land use along the eastern edge of the project site. East Park is planned to be 2.6 net acres.

In addition to the proposed parks, open space opportunities occur within the 100-foot wide Interstate 5 freeway buffer on the east side of project site and within the El Centro Drain and Detention Basin 7a on the west side of the project site south of South Loop Road. A total of 91% of the residential lots are within 880 feet walking distance of a park/ open space opportunity. A map showing the 880-foot walking distance to open space opportunities is provided in Appendix A (Figure 9).

Regulatory Setting

City of Sacramento General Plan

The SGPU identifies three classes of parks: 1) Neighborhood Park (2 – 10 acres to serve a 0.5-mile radius), 2) Community Park (6 – 60 acres to serve a 3-mile radius), and 3) Regional Park (greater than 75 acres to serve a radius of 30 minutes driving time). In the Public Facilities and Services Element of the SGPU, the City set the following goal (SGPU, C-61):

Goal A: Provide adequate parks and recreational services in all parts of the City, adapted to the needs and

desires of each neighborhood and community. Attempt to achieve the park acreage standards in the Parks and Recreation Master Plan.

The park acreage standard in the Parks and Recreation Master Plan is 5 acres per 1,000 residents or approximately 2.5 acres per 1,000 residents for Neighborhood Parks and 2.5 acres for Community Parks per 1,000 residents.

The SGPU adopted the following policies to achieve Goal A that are applicable to the proposed project (SGPU, C-61):

Policy 1: Encourage private development of recreational facilities that complement and supplement the public recreational system.

Policy 4: Reserve and acquire when needed all park sites designated in Community Plans and specific plans.

Policy 5: Design parks to enhance and preserve the natural site characteristics.

Policy 6: Review all necessary infrastructure improvements for their potential park and open space usage.

Policy 7: Locate community and regional nodal and linear recreational areas on or adjacent to major thoroughfares.

Policy 9: Continue the practice of providing neighborhood outdoor recreation facilities on or adjacent to public schools.

North Natomas Community Plan
The NNCP sets the following Guiding Policies for parks in North Natomas (NNCP, 56):

A. Every resident and worker shall have convenient access to active and passive recreational opportunities.

B. Parks should be evenly distributed throughout residential neighborhoods based on population.

C. Develop parks with a joint use agreement with other compatible users where possible to provide financial savings,

The following Implementing Policies (applicable to the proposed project) were established by the NNCP based on the Guiding Policies (NNCP, 56 – 57):

Park and Open Space Access Standard: Eighty percent of the residential units shall be located within 880 feet of some form of public or private open space element. The access standard is based on actual walking distance – rather than radius.

Park Dedication Standard: The standard for park dedication by the developers is 5 acres per 1,000 residents or approximately 2.5 acres per 1,000 residents for Neighborhood Parks and the same for Community Parks. The City Parks Department must verify the park standard has been met with dedicated parklands or in-lieu fee credit.

Park Size: Four types of parks will be developed to serve the North Natomas Community: 1) Neighborhood Park (2 – 10 acres to serve a 0.5-mile radius), 2) Community Park (6 – 60 acres to serve a 3-mile radius), 3) a Regional Park (200 acres to serve the entire City), and Linear Parkways (a linear park or closely interconnected system of parks located along a circulation, utility, drainage, or other common corridor that takes multiple advantage of existing rights-of-way).

Park Location Criteria: Parks with active recreational uses that may negatively impact residential areas due to traffic, noise, and lighting should be sited so as to have a minimal impact on surrounding residences.

Park Phasing: Neighborhood and community parks must be provided when a minimum of 50% of the

residential land development in the park service area is completed.

Impact Assessment

a) Would the proposal increase the demand for neighborhood or regional parks or other recreational facilities?

Answer: Potential impact.

No Impact: The proposed project will result in an increase in the demand for parks due to the increase in population within the project site. The proposed project is consistent with the Park and Open Space Access Standard set by the NNCP. The project as proposed provides 91% of the residential lots with open space opportunities within 880 feet walking distance (Appendix A, Figure 9).

Potential Impact: The proposed project will result in an increase in the demand for parks due to the increase in population within the project site. However, the proposed project is inconsistent with the Park Dedication Standard of the NNCP.

Park Dedication Standard: The SGPU, the Sacramento Master Park Plan, and the NNCP standard for park dedication by the developers is 5 acres per 1,000 residents or approximately 2.5 acres per 1,000 residents for Neighborhood Parks and the same ratio for Community Parks.

The proposed project will result in approximately 3,985 new residents. Pursuant to the City plans, the project is required to provide a total of 19.93 acres of parks (9.97 acres of Neighborhood Parks and 9.97 acres of Community Parks). The project as proposed provides a total of 7.6 acres of parks (7.6 acres of Neighborhood Parks and zero acres of Community Parks).

The City Parks Department requires the park dedication standard to be met prior to project approval. The City Parks Department will verify that the park standard has been met with dedicated parklands and/or with capital improvements to existing parks and/or with in-lieu fee credit. Prior to approval of the Parkview tentative subdivision map, the project applicant must have entered into an agreement with the City Parks Department that the applicant will construct improvements to Detention Basin 7a at the developer's expense (personal communication, H. Hesterman, City of Sacramento Parks Department). The process of the City Parks Department's verification of the an applicant's adherence to the park dedication standard reduces the potential impacts to less than significant.

Impact Significance: Less than significant.

Mitigation Measures: None required.

Potential Impact: The proposed project will result in an increase in the demand for parks due to the increase in population within the project site. However, the proposed project is inconsistent with the Park Location Standard of the NNCP.

Park Location Criteria: Parks with active recreational uses that may negatively impact residential areas due to traffic, noise, and lighting should be sited so as to have a minimal impact on surrounding residences.

The City Parks Department considers the 5-acre Center Park a Neighborhood Park. The City Parks Department does not generally plan these parks to serve large gatherings. Community Parks serve large gatherings and typically incur more visitors, resulting in potential traffic, noise, and night lighting impacts on residences adjacent to the park (personal communication, H. Hesterman, City of Sacramento Parks Department). Park uses under consideration include a bantam soccer field, tennis courts, basketball courts, grass volleyball courts, play equipment for children, a covered picnic area, a restroom, open turf, and a bocce ball facility (personal communication H. Hesterman, City of Sacramento Parks Department). Some of these uses could result in traffic, noise, and night lighting impacts to the residences adjacent to the park. The following mitigation measure would reduce the potential impact of a large gathering type park uses

within a designated Neighborhood Park to less than significant.

Impact Significance: Less than significant with mitigation incorporation.

Mitigation Measures:

MM 14-1 The Development Agreement between the applicant and the City of Sacramento shall include a clause that requires the developer to provide a written statement that discloses what types of uses will be permitted within the 5-acre Center Park to prospective buyers of homes facing the Center Park and Basin 7a.

Impact Significance After Mitigation: Less than significant. By providing prospective buyers of homes facing the Center Park and Basin 7a, potential impacts will be disclosed and the potential buyer will be able to assess his/her tolerance of the potential effects and make an informed purchasing decision.

Potential Impact: The proposed project will result in an increase in the demand for parks due to the increase in population within the project site.

Park Maintenance: The new parks that will be constructed as a result of approval of the proposed project will result in an increased demand on the City of Sacramento Park Maintenance Department Resources. The City Parks Department will require the project applicant to enter into an agreement to include the proposed subdivision in a Lighting and Landscaping District. By establishing the Lighting and Landscaping District the City will be assured that funds will be assessed to provide maintenance services.

Impact Significance: Less than significant.

Mitigation Measures: None required.

b) Would the proposal affect existing recreation opportunities?

Answer: No. The proposed project site is vacant land not currently used for recreational purposes. The SGPU has designated 19.2 acres for Park/ Recreation/ Open Space. The proposed project would increase the number of acres designated for Park/ Recreation/ Open Space by 13% for a total of 22.1.

15. Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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 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?)	☐	☐	☐	☒
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

a) Does the proposed 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 of animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of major periods of California history or prehistory?

Answer: Yes. However, all potential project impacts will either avoided or reduced to less than significant through project design or by the implementation of mitigation measures as described in this document.

b) Does the proposed project have impacts that are individually limited, but cumulatively considerable?

Answer: No cumulative impacts were identified.

c) Does the proposed project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

Answer: No.

VI. LITERATURE CITED AND PERSONAL COMMUNICATIONS

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B. Personal Communications

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APPENDIX A.

FIGURES: 1 through 11

Parkview (P00-022/ P00-023)
City of Sacramento, CA

Figure 1. Project Location Map

Figure 2. General Plan Amendment Exhibit

Figure 3. Community Plan Amendment Exhibit

Figure 4. Rezone Exhibit

Figure 5. PUD Schematic Plan

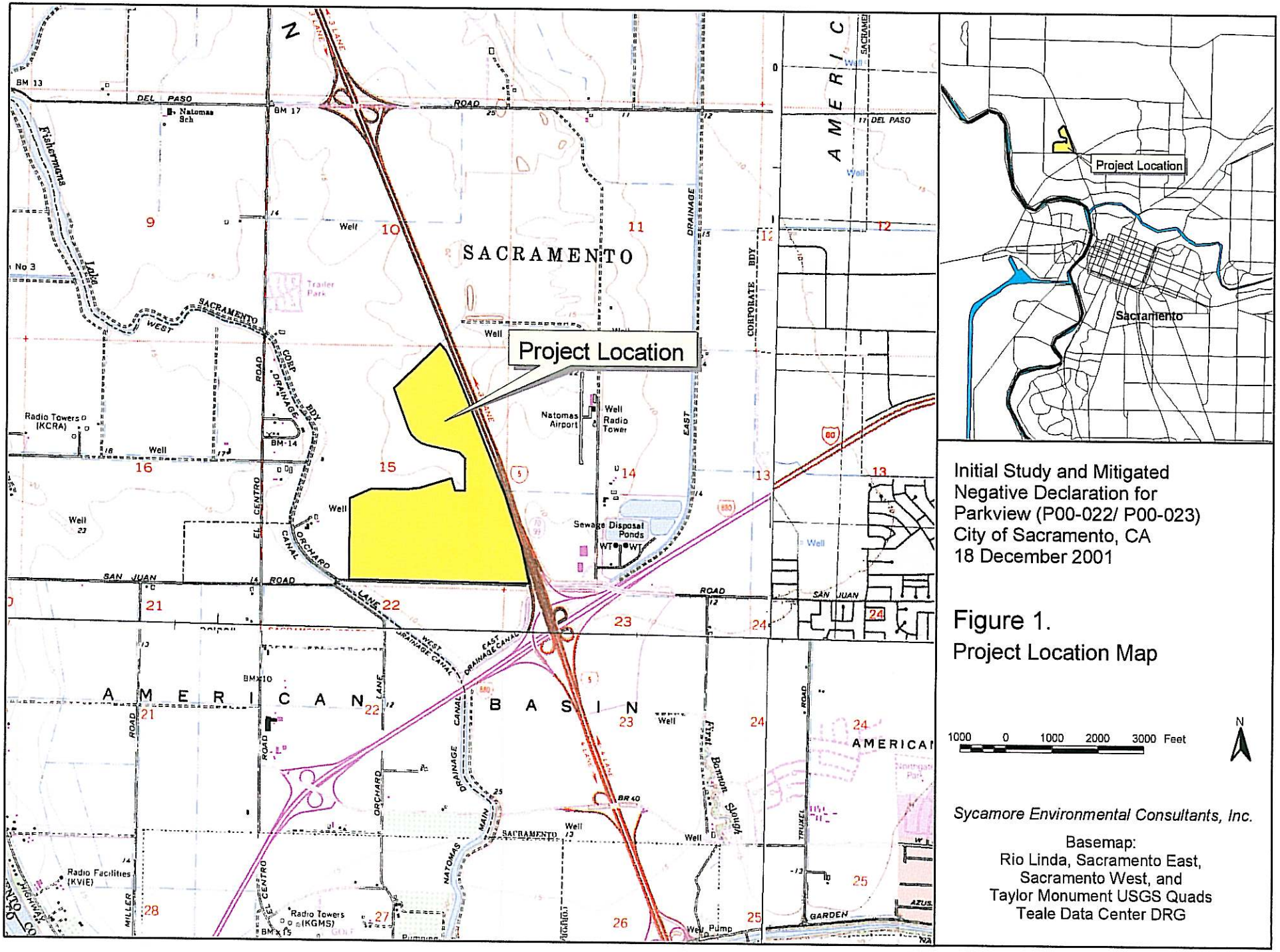
Figure 6. Master Tentative Parcel Map

Figure 7 and 8. Tentative Subdivision Maps

Figures 9. 880-foot Walking Map

Figure 10. Noise Mitigation Map

Figure 11. Biological Resources Map


Project Location
SACRAMENTO
AMERICAN BASIN
Project Location
Sacramento
Initial Study and Mitigated
Negative Declaration for
Parkview (P00-022/ P00-023)
City of Sacramento, CA
18 December 2001
Figure 1.
Project Location Map
1000 0 1000 2000 3000 Feet
N
Sycamore Environmental Consultants, Inc.
Basemap:
Rio Linda, Sacramento East,
Sacramento West, and
Taylor Monument USGS Quads
Teale Data Center DRG

GENERAL PLAN AMENDMENT EXHIBIT

PARKVIEW

ALLEGHANY PROPERTIES, INC.

CITY OF SACRAMENTO, CALIFORNIA

AUGUST 17, 2001

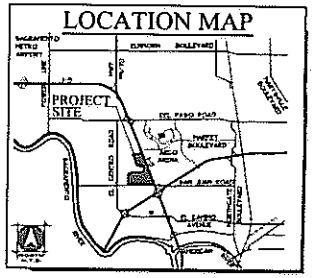
(REVISED NOVEMBER 13, 2001)

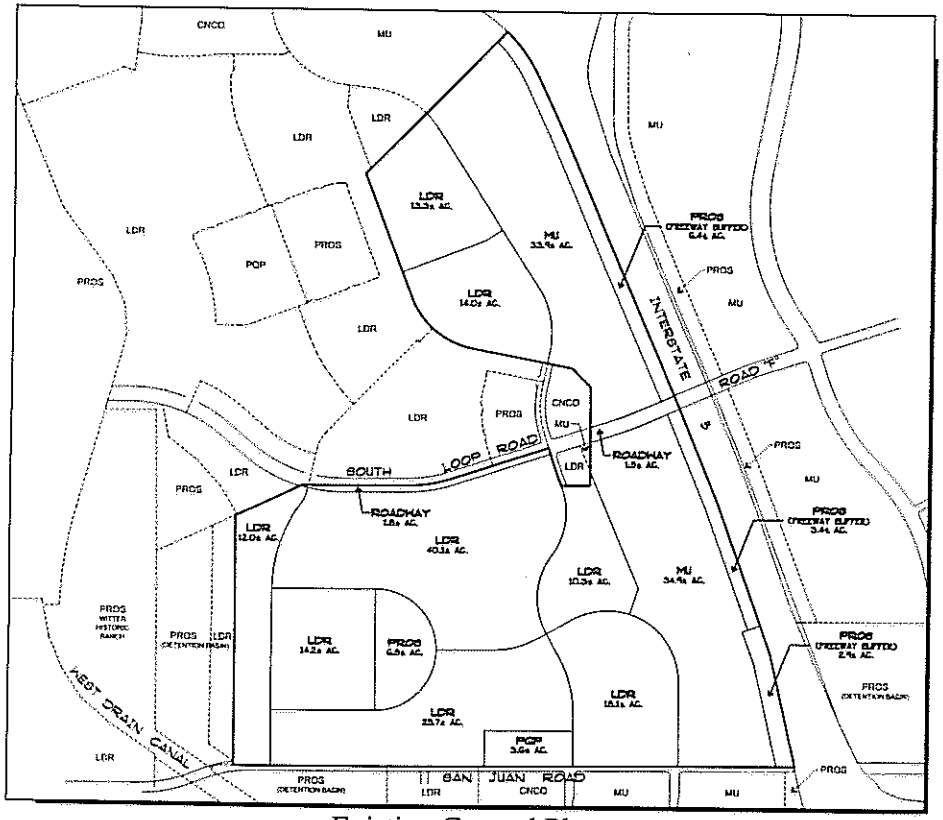
GENERAL PLAN SUMMARY TABLE

DESIGNATION	LAND USE	EXISTING GENERAL PLAN	PROPOSED GENERAL PLAN	DIFFERENCE
LDR	LOW DENSITY RESIDENTIAL (4-15 DU/AC.)	147.7	132.4	-15.3
MDR	MEDIUM DENSITY RESIDENTIAL (15-29 DU/AC.)	-	20.1	+20.1
PROS	FREEWAY BUFFER	12.7	12.5	-0.2
PROS	PARKS/OPEN SPACE	6.5	9.7	+3.2
MU	MIXED USE	68.8	34.1	-34.7
POP	INSTITUTIONAL	3.6	4.2	+0.6
	ADDITIONAL INTERSTATE 5 R/W	-	3.1	+3.1
	MAJOR ROADWAYS (INTERSTATE 5 OVER-CROSSING)	1.5	1.5	0
	MAJOR ROADWAYS (SOUTH LOOP ROAD)	1.8	-	-1.8
		242.6	242.6	

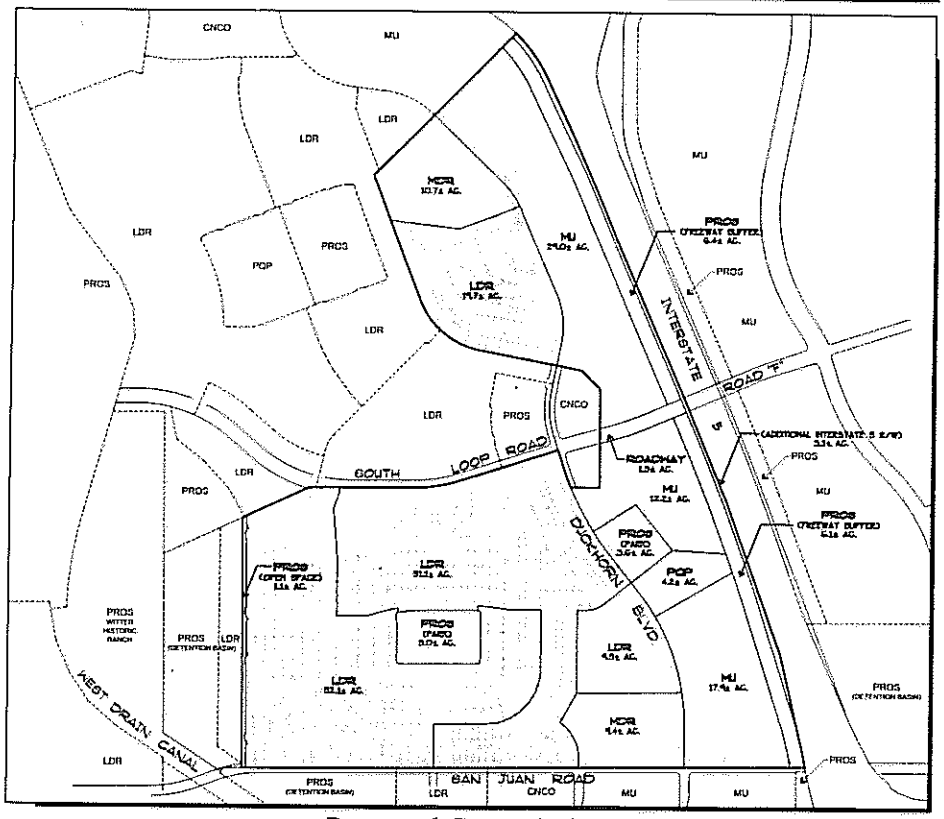
NOTE:
EXISTING AREAS EXCLUDE MAJOR ROADWAYS AS DEFINED BY THE MNGP (SOUTH LOOP ROAD + ROAD "F")
PROPOSED AREAS EXCLUDE MAJOR ARTERIALS AS DEFINED BY THE MNGP (ROAD "F")
(PER CURRENT COMMUNITY PLAN AMENDMENT SOUTH LOOP ROAD IS PROPOSED AS A MINOR ROADWAY.)

LOCATION MAP

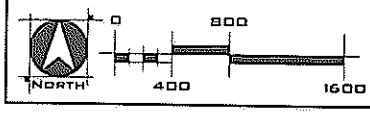




Existing General Plan



Proposed General Plan



WOOD RODGERS INC.
ENGINEERING PLANNING MAPPING SURVEYING
3301 C STREET, BLDG. 100-B SACRAMENTO, CA 95816
PHONE: (916) 341-7760 FAX: (916) 341-7767

GENERAL PLAN AMENDMENT EXHIBIT

Figure 2.

COMMUNITY PLAN AMENDMENT EXHIBIT

PARKVIEW

ALLEGHANY PROPERTIES, INC.

CITY OF SACRAMENTO, CALIFORNIA

AUGUST 17, 2001

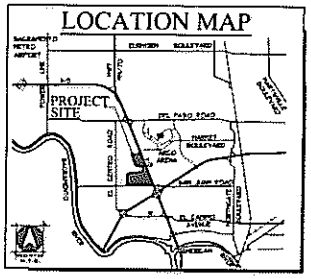
(REVISED NOVEMBER 13, 2001)

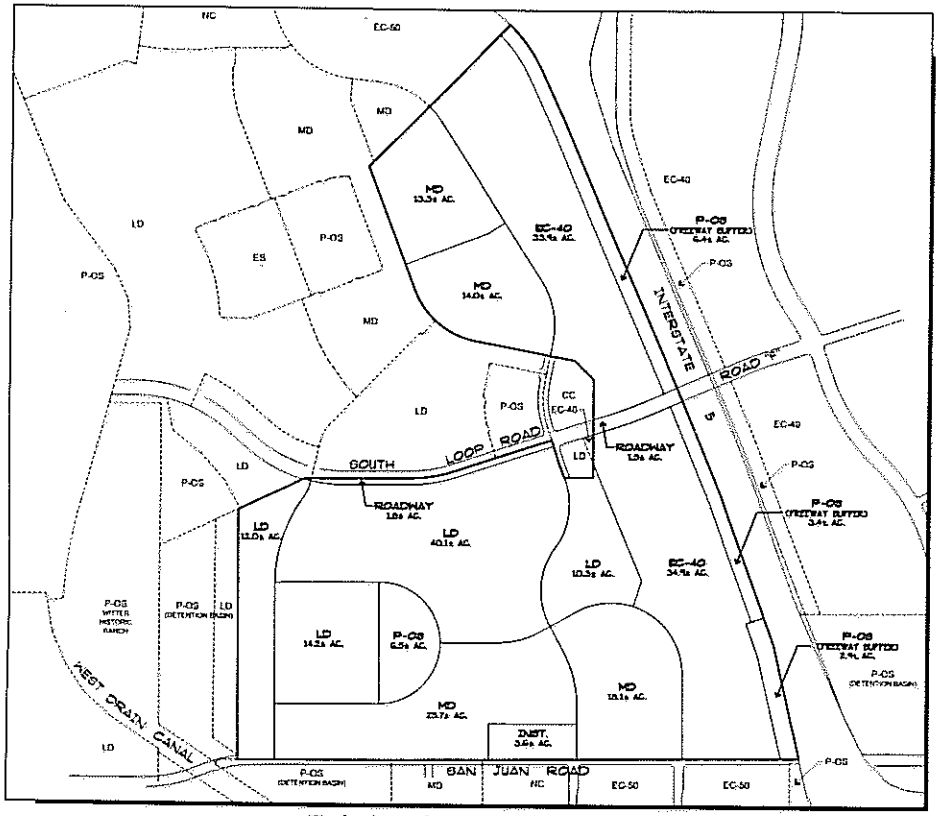
COMMUNITY PLAN SUMMARY TABLE

DESIGNATION	LAND USE	EXISTING COMMUNITY PLAN	PROPOSED COMMUNITY PLAN	DIFFERENCE
LD	LOW DENSITY RESIDENTIAL	75.6	51.1	-24.5
MD	MEDIUM DENSITY RESIDENTIAL	71.1	100.1	+29.0
P	NEIGHBORHOOD PARK	6.2	8.6	+2.4
P-OS	OPEN SPACE	12.7	13.6	+0.9
EC-40	EMPLOYMENT CENTER - 40	68.8	-	-68.8
EC-50	EMPLOYMENT CENTER - 50	-	59.1	+59.1
INST	INSTITUTIONAL	3.6	4.2	+0.6
TC	ADDITIONAL INTERSTATE 5 R/W	-	3.1	+3.1
	MAJOR ROADWAYS (INTERSTATE 5 OVER-CROSSING)	1.5	1.5	0
	MAJOR ROADWAYS (SOUTH LOOP ROAD)	1.8	-	-1.8
		242.6	242.6	

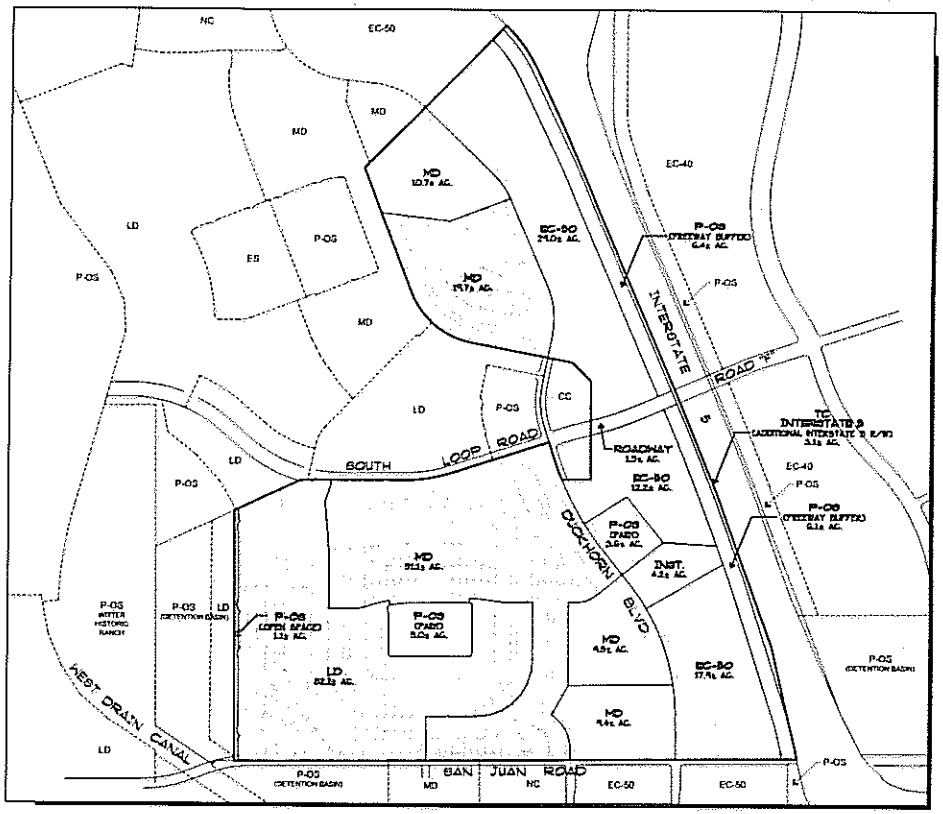
NOTE:
EXISTING AREAS EXCLUDE MAJOR ROADWAYS AS DEFINED BY THE MHDP (SOUTH LOOP ROAD + ROAD "F").
PROPOSED AREAS EXCLUDE MAJOR ARCADWAYS AS DEFINED BY THE MHDP (ROAD "F").
(PER CURRENT COMMUNITY PLAN AMENDMENT SOUTH LOOP ROAD IS PROPOSED AS A MINOR ROADWAY.)

LOCATION MAP





Existing Community Plan



Proposed Community Plan

NORTH 0 800 400 1600

WOOD RODGERS INC.
ENGINEERING PLANNING MAPPING SURVEYING
3301 C STREET, BLDG. 100-B SACRAMENTO, CA 95816
PHONE: (916) 341-7760 FAX: (916) 341-7767

COMMUNITY PLAN AMENDMENT EXHIBIT

Figure 3.

REZONE EXHIBIT

PARKVIEW

ALLEGHANY PROPERTIES, INC.

CITY OF SACRAMENTO, CALIFORNIA

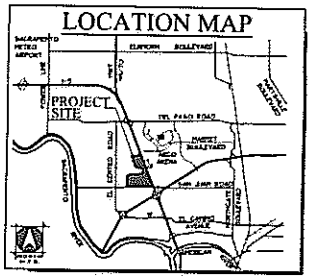
AUGUST 17, 2001

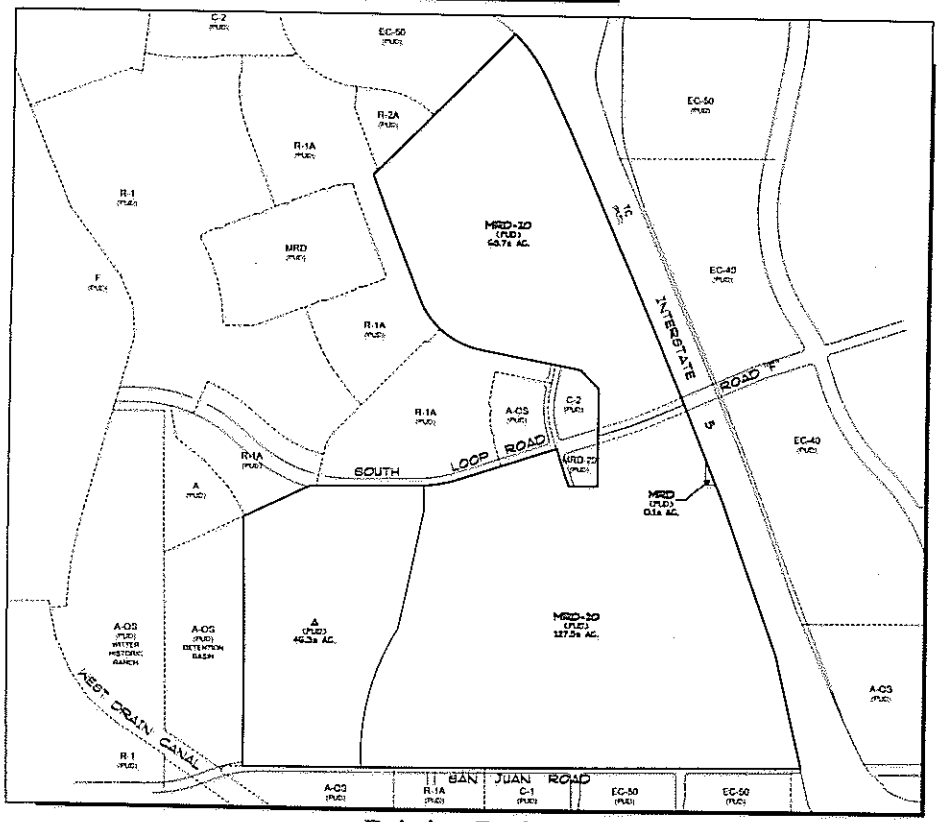
(REVISED NOVEMBER 13, 2001)

ZONING SUMMARY TABLE

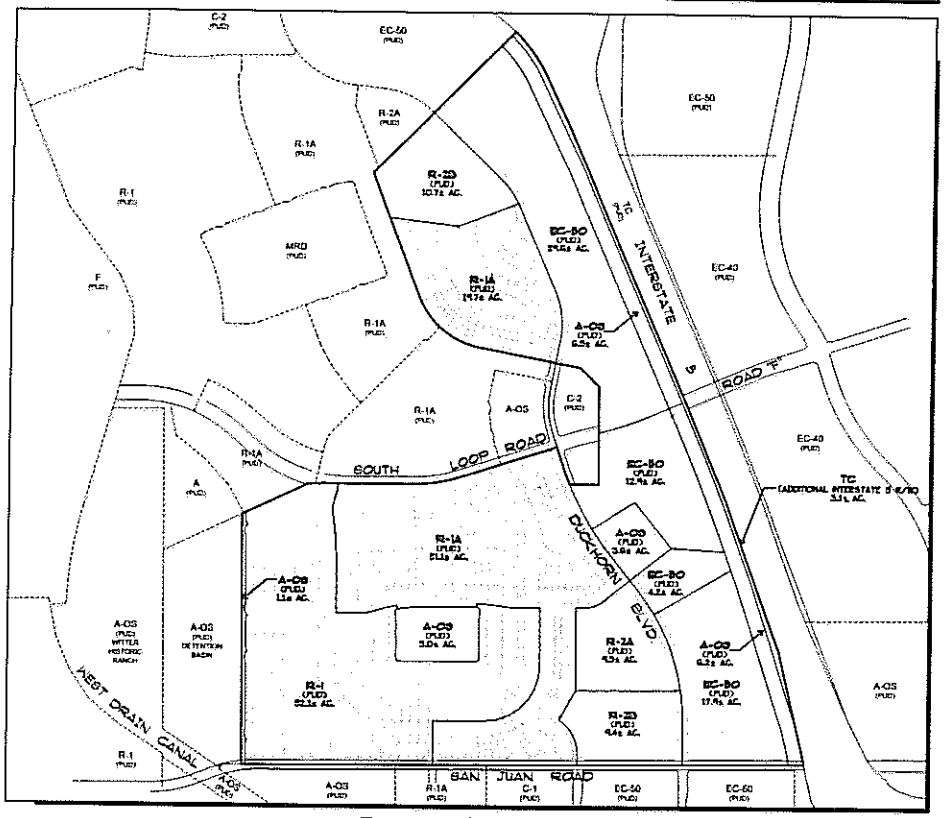
DESIGNATION	LAND USE	EXISTING ZONING	PROPOSED ZONING	DIFFERENCE
MDR-20	MANUFACTURING, RESEARCH + DEVELOPMENT	196.2	-	-196.2
MRD	MANUFACTURING, RESEARCH + DEVELOPMENT	0.1	-	-0.1
A	AGRICULTURE	46.0	-	-46.0
R-1	SINGLE FAMILY RESIDENTIAL	-	52.1	+52.1
R-1A	SINGLE FAMILY RESIDENTIAL	-	70.8	+70.8
R-2A	MULTI-FAMILY RESIDENTIAL	-	9.8	+9.8
R-2B	MULTI-FAMILY RESIDENTIAL	-	20.1	+20.1
A-OS	AGRICULTURE-OPEN SPACE	-	22.4	+22.4
EC-30	EMPLOYMENT CENTER - 30	-	60.4	+60.4
EC-50	INSTITUTIONAL	-	4.2	+4.2
TC	ADDITIONAL INTERSTATE 5 R/W	-	3.1	+3.1
NOTE: ALL AREAS INCLUDE MINOR + MAJOR ROADWAYS.		242.6	242.6	

LOCATION MAP





Existing Zoning



Proposed Zoning

WOOD RODGERS INC.
ENGINEERING PLANNING MAPPING SURVEYING
3301 C STREET, BLDG. 100-B SACRAMENTO, CA 95816
PHONE: (916) 341-7760 FAX: (916) 341-7767

ZONING EXHIBIT

Figure 4.

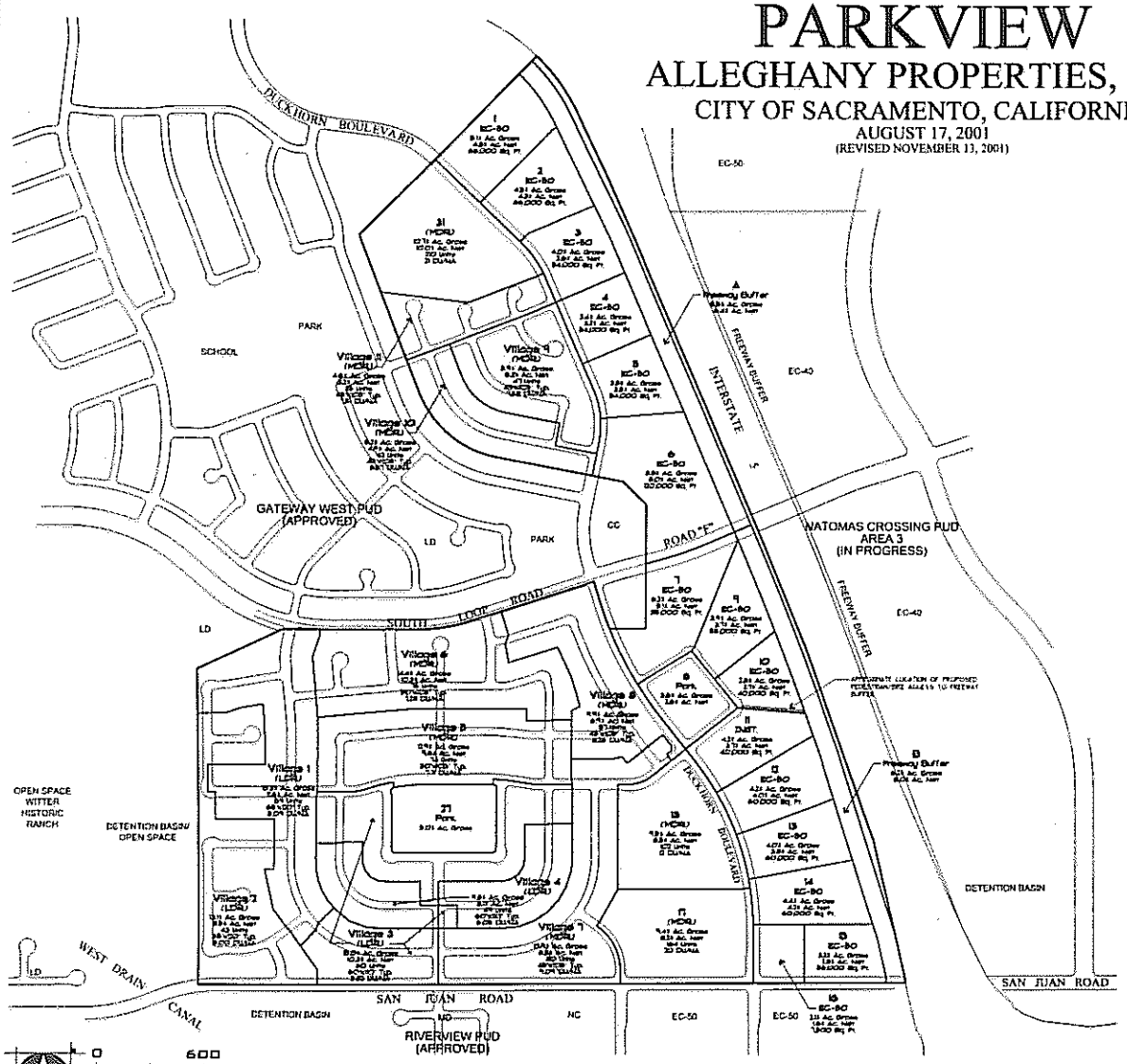
PUD SCHEMATIC PLAN

PARKVIEW

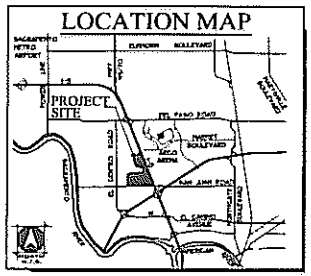
ALLEGHANY PROPERTIES, INC.

CITY OF SACRAMENTO, CALIFORNIA

AUGUST 17, 2001
(REVISED NOVEMBER 13, 2001)



LOCATION MAP



LAND USE SUMMARY

LAND USE	GROSS ACRES	NET* ACRES	UNITS	NET DENSITY
LOW DENSITY RESIDENTIAL				
6.5 KSF (VILLAGES 1 + 2)*	23.4	20.2	102	5.05
6.0 KSF (VILLAGES 3 + 4)*	21.6	18.4	101	5.42
MEDIUM DENSITY RESIDENTIAL				
3.0 KSF (VILLAGES 5 + 6)	27.3	19.9	149	7.49
4.5 KSF (VILLAGES 7-11)	43.5	30.0	201	6.37
PARCEL 17	9.4	8.2	164	20 (TARGET)
PARCEL 18	9.5	8.5	102	12 (TARGET)
PARCEL 31	10.7	10.0	210	21 (TARGET)
SUBTOTAL RESIDENTIAL USES	153.6	115.2	1067	
PARKS (PARCELS 8 + 27)	8.6	7.6	-	
FREEWAY BUFFER (A + B)	12.7	12.4	-	
LANDSCAPE CORRIDORS/OPEN SPACE	-	3.1	-	
INSTITUTIONAL (PARCEL 33)	4.2	3.7	-	
EMPLOYMENT CENTER (PARCELS 1-7, 9-16)	60.4	55.5	-	
ADDITIONAL INTERSTATE 5 R/W	3.1	3.1	-	
RIGHT OF WAY	-	41.6	-	
SUBTOTAL	84.0	127.4	1067	
TOTAL	242.6	242.6	1120+	

* THE RIVERVIEW PUD GUIDELINES PROVIDE A DENSITY ALLOWANCE FOR SECOND UNITS BY RIGHT WITHIN DESIGNATED SINGLE FAMILY AREAS. THE STANDARD ALLOWANCE PROVIDES FOR 15 ADDITIONAL RESIDENTIAL UNITS WITHIN THE 6.5 KSF PRODUCT, WHILE ALLOWING AN ADDITIONAL 17 UNITS WITHIN THE 6.0 KSF LOT PRODUCT.

NOTE
FOR PRELIMINARY PLANNING PURPOSES ONLY. ACTUAL SITE CONFIGURATION FOR EC PROPERTIES WILL BE DETERMINED DURING SUBSEQUENT SPECIAL PERMIT PROCESS.

WOOD RODGERS INC.
ENGINEERING PLANNING MAPPING SURVEYING
3301 C STREET, BLDG. 100-B SACRAMENTO, CA 95816
PHONE: (916) 341-7760 FAX: (916) 341-7767

PUD SCHEMATIC PLAN

Figure 5.

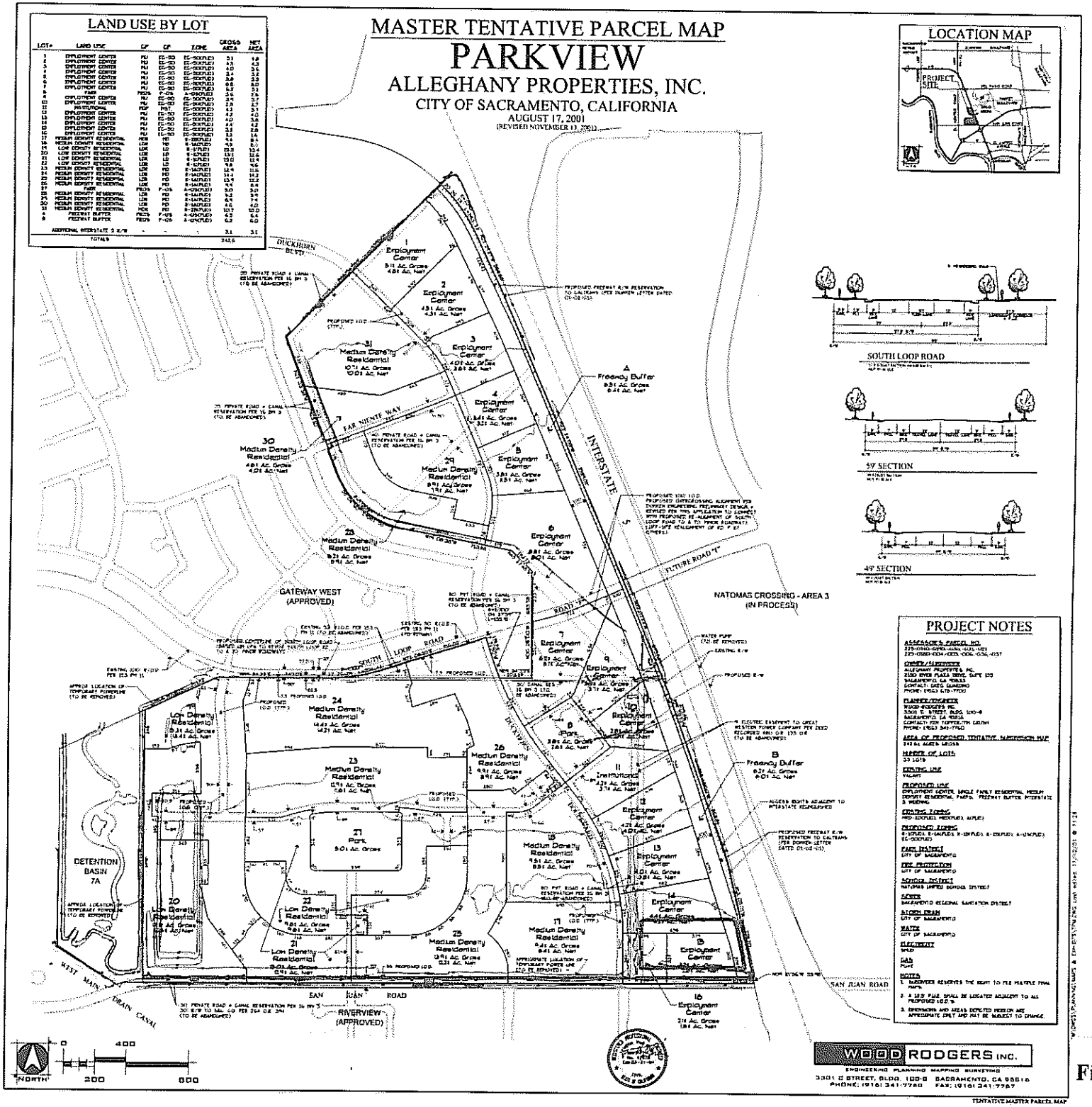

MASTER TENTATIVE PARCEL MAP
PARKVIEW
ALLEGHANY PROPERTIES, INC.
CITY OF SACRAMENTO, CALIFORNIA
AUGUST 17, 2001
(REVISED NOVEMBER 13, 2001)
LAND USE BY LOT
LOT# LAND USE GF GF ZONE GROSS AREA NET AREA
TOTALS 342.6
LOCATION MAP
PROJECT SITE
SOUTH LOOP ROAD
59' SECTION
49' SECTION
INTERSTATE
FUTURE ROAD "E"
FAR NIENTE WAY
DUCKHORN DRIVE
SOUTH LOOP ROAD
WEST MAIN DRAIN CANAL
SAN JUAN ROAD
GATEWAY WEST (APPROVED)
NATOMAS CROSSING - AREA 3 (IN PROCESS)
RIVERVIEW (APPROVED)
DETENTION BASIN 7A
1 Employment Center 9.11 Ac. Gross 4.84 Ac. Net
2 Employment Center 4.91 Ac. Gross 4.31 Ac. Net
3 Employment Center 4.01 Ac. Gross 3.61 Ac. Net
4 Employment Center 4.41 Ac. Gross 3.21 Ac. Net
5 Employment Center 3.81 Ac. Gross 3.61 Ac. Net
6 Employment Center 9.81 Ac. Gross 8.61 Ac. Net
7 Employment Center 6.21 Ac. Gross 5.11 Ac. Net
8 Employment Center 3.81 Ac. Gross 3.61 Ac. Net
9 Employment Center 3.11 Ac. Gross 2.71 Ac. Net
10 Employment Center 3.81 Ac. Gross 3.61 Ac. Net
11 Institutional 4.21 Ac. Gross 3.71 Ac. Net
12 Employment Center 4.21 Ac. Gross 4.00 Ac. Net
13 Employment Center 4.01 Ac. Gross 3.61 Ac. Net
14 Employment Center 4.41 Ac. Gross 3.91 Ac. Net
15 Employment Center 3.11 Ac. Gross 2.71 Ac. Net
16 Employment Center 2.11 Ac. Gross 1.81 Ac. Net
17 Medium Density Residential 9.41 Ac. Gross 8.41 Ac. Net
18 Medium Density Residential 4.81 Ac. Gross 3.81 Ac. Net
19 Low Density Residential 9.31 Ac. Gross 8.41 Ac. Net
20 Low Density Residential 4.81 Ac. Gross 3.81 Ac. Net
21 Low Density Residential 9.01 Ac. Gross 8.41 Ac. Net
22 Low Density Residential 4.81 Ac. Gross 4.01 Ac. Net
23 Medium Density Residential 6.81 Ac. Gross 5.81 Ac. Net
24 Medium Density Residential 4.41 Ac. Gross 4.21 Ac. Net
25 Medium Density Residential 3.91 Ac. Gross 3.21 Ac. Net
26 Medium Density Residential 9.91 Ac. Gross 8.91 Ac. Net
27 Park 9.01 Ac. Gross
28 Park 3.81 Ac. Gross 3.61 Ac. Net
29 Medium Density Residential 9.91 Ac. Gross 7.91 Ac. Net
30 Medium Density Residential 4.81 Ac. Gross 4.01 Ac. Net
31 Medium Density Residential 10.71 Ac. Gross 10.01 Ac. Net
A Freeway Buffer 9.31 Ac. Gross 8.41 Ac. Net
B Freeway Buffer 9.32 Ac. Gross 8.01 Ac. Net
PROJECT NOTES
ASSESSOR'S PARCEL NO.
OWNER/SUBDIVIDER
ALLEGHANY PROPERTIES, INC.
2150 RIVER PLAZA DRIVE, SUITE 370
SACRAMENTO, CA 95833
CONTACT: GREG LANDING
PHONE: (916) 679-7700
PLANNER/ENGINEER
WOOD RODGERS INC.
3301 C STREET, BLDG. 100-B
SACRAMENTO, CA 95816
CONTACT: KEN TOPPOZADA/JIM GELDA
PHONE: (916) 341-7760
AREA OF PROPOSED TENTATIVE SUBDIVISION MAP
342.6± ACRES GROSS
NUMBER OF LOTS
33 LOTS
EXISTING USE
VACANT
PROPOSED USE
EMPLOYMENT CENTER, SINGLE FAMILY RESIDENTIAL, MEDIUM DENSITY RESIDENTIAL, PARK, FREEWAY BUFFER, INTERSTATE 5 WIDENING
EXISTING ZONING
MHP, SCHOOL, RESERVE, M-1(S), M-1(S)(PUD)
PROPOSED ZONING
R-1(SCHOOL), R-1A(PLD), R-1B(PUD), R-1A(PUD), R-2A(PUD), R-3A(PUD), SC-1(PUD), M-1(S)
PARK DISTRICT
CITY OF SACRAMENTO
FIRE PROTECTION
CITY OF SACRAMENTO
SCHOOL DISTRICT
NATOMAS UNIFIED SCHOOL DISTRICT
SEWER
SACRAMENTO REGIONAL SANITATION DISTRICT
STORM DRAIN
CITY OF SACRAMENTO
WATER
CITY OF SACRAMENTO
ELECTRICITY
SMUD
GAS
PG&E
NOTES
1. SUBDIVIDER RESERVES THE RIGHT TO FILE MULTIPLE FINAL MAPS.
2. A 10.0 FOOT SHALL BE LOCATED ADJACENT TO ALL PROPOSED LOT 'S
3. DIMENSIONS AND AREAS DEPICTED HEREON ARE APPROXIMATE ONLY AND MAY BE SUBJECT TO CHANGE.
NORTH
0
400
200
800
WOOD RODGERS INC.
ENGINEERING PLANNING MAPPING SURVEYING
3301 C STREET, BLDG. 100-B SACRAMENTO, CA 95816
PHONE: (916) 341-7760 FAX: (916) 341-7767
TENTATIVE MASTER PARCEL MAP

Figure 6.

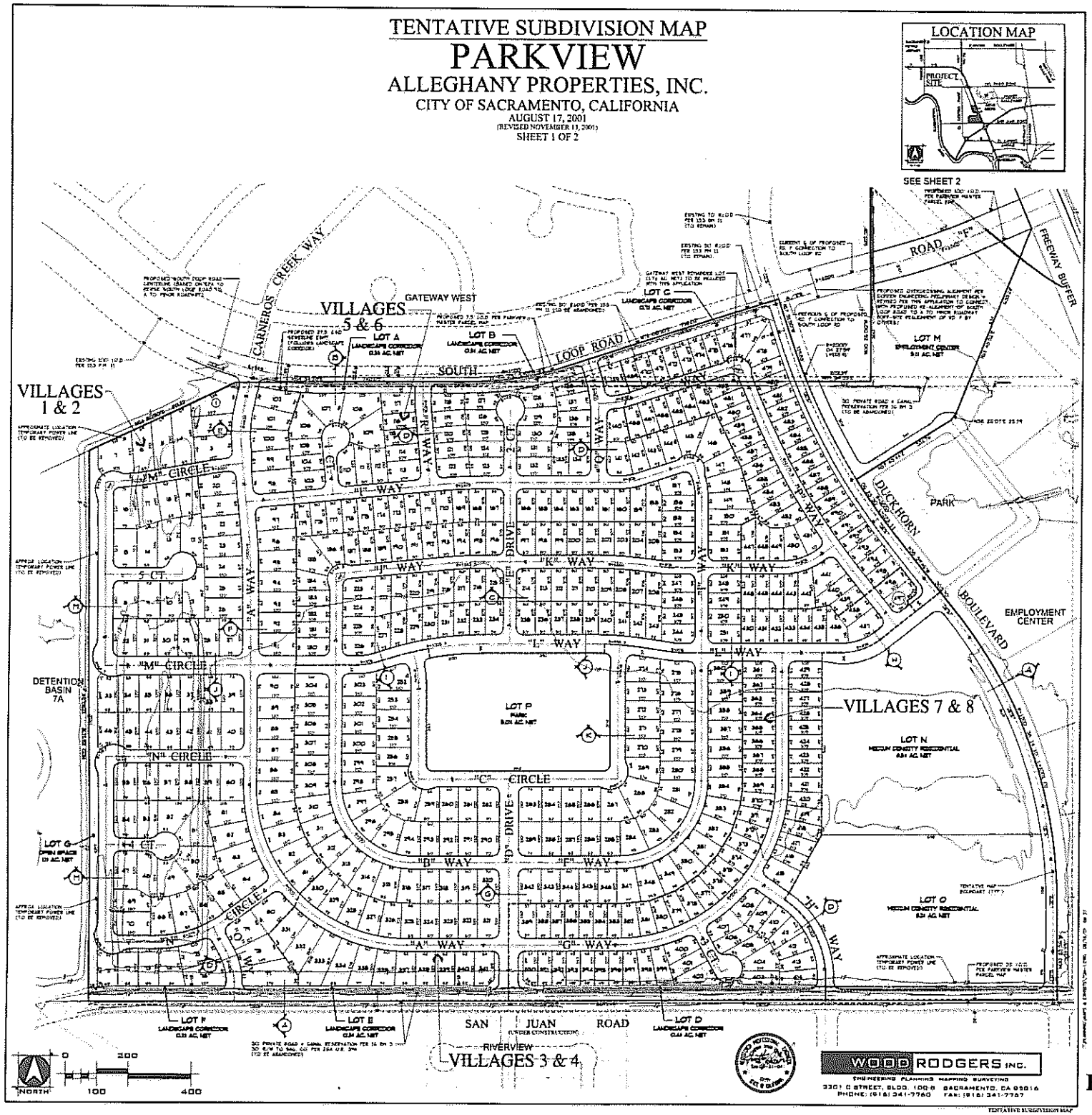

TENTATIVE SUBDIVISION MAP
PARKVIEW
ALLEGHANY PROPERTIES, INC.
CITY OF SACRAMENTO, CALIFORNIA
AUGUST 17, 2001
(REVISED NOVEMBER 13, 2001)
SHEET 1 OF 2
LOCATION MAP
PROJECT SITE
SEE SHEET 2
VILLAGES 1 & 2
VILLAGES 5 & 6
GATEWAY WEST
CARNEROS CREEK WAY
LOOP ROAD
SOUTH
ROAD "F"
FREEWAY BUFFER
LOT A
LOT B
LOT C
LOT M
EMPLOYMENT CENTER
DUCK HORN
PARK
BOULEVARD
"M" CIRCLE
"L" WAY
"K" WAY
"A" WAY
"B" WAY
"C" CIRCLE
"D" DRIVE
"F" WAY
"G" WAY
"H" WAY
"N" CIRCLE
5 CT.
4 CT.
DETENTION BASIN 7A
LOT P
PARK
LOT N
LOT O
VILLAGES 7 & 8
LOT G
LOT E
LOT F
LOT D
SAN JUAN ROAD
RIVERVIEW
VILLAGES 3 & 4
NORTH
0
100
200
400
WOOD RODGERS INC.
ENGINEERING PLANNING MAPPING SURVEYING
3301 C STREET, BLDG. 100 B SACRAMENTO, CA 95816
PHONE: (916) 341-7760 FAX: (916) 341-7767

Figure 7.

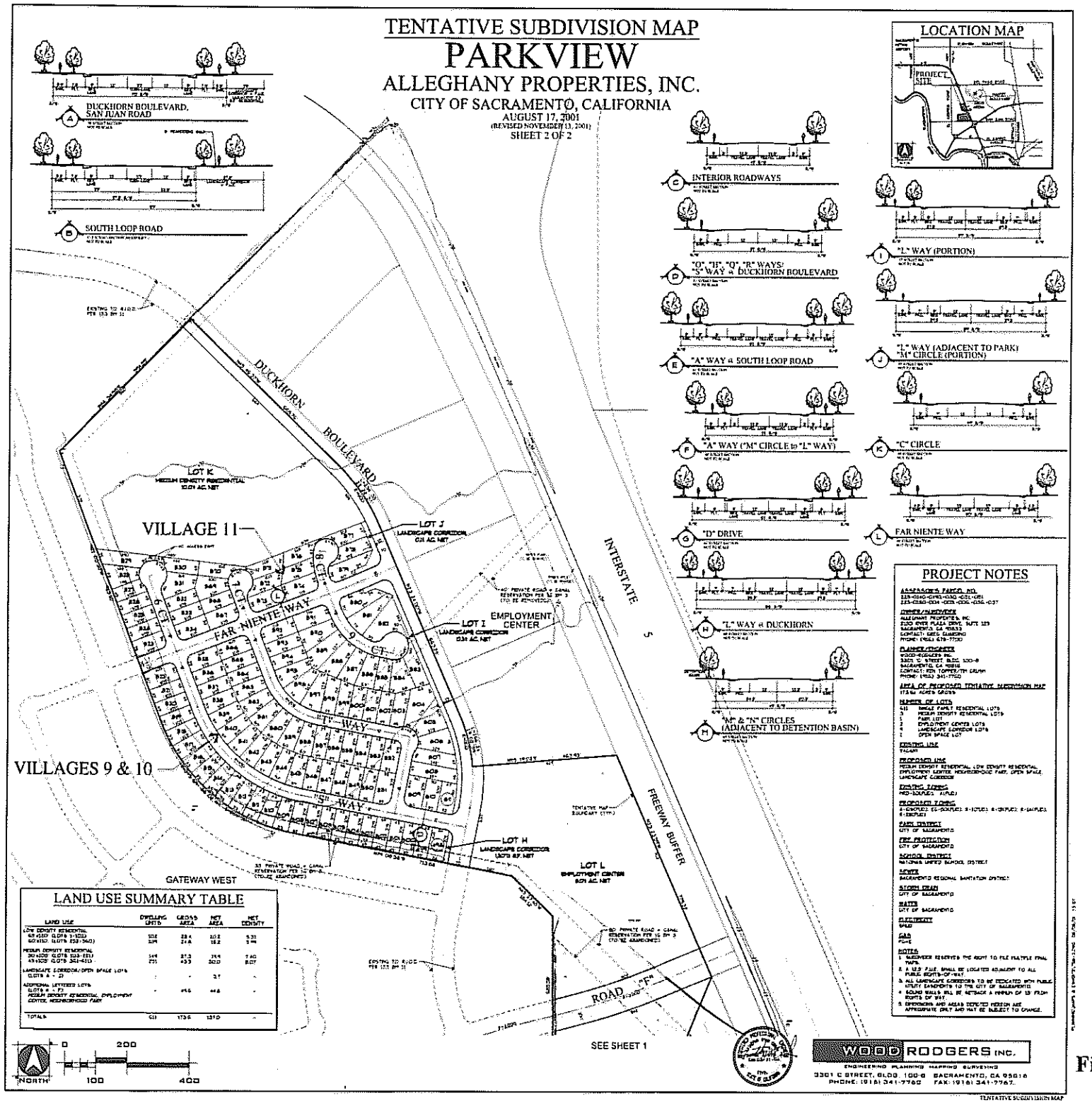

TENTATIVE SUBDIVISION MAP
PARKVIEW
ALLEGHANY PROPERTIES, INC.
CITY OF SACRAMENTO, CALIFORNIA
AUGUST 17, 2001
(REVISED NOVEMBER 13, 2001)
SHEET 2 OF 2
LOCATION MAP
PROJECT SITE
DUCKHORN BOULEVARD, SAN JUAN ROAD
SOUTH LOOP ROAD
INTERIOR ROADWAYS
"O" "H" "Q" "R" WAYS; "S" WAY & DUCKHORN BOULEVARD
"A" WAY & SOUTH LOOP ROAD
"A" WAY ("M" CIRCLE to "L" WAY)
"D" DRIVE
"L" WAY & DUCKHORN
"M" & "N" CIRCLES (ADJACENT TO DETENTION BASIN)
"L" WAY (PORTION)
"L" WAY (ADJACENT TO PARK) "M" CIRCLE (PORTION)
"C" CIRCLE
FAR NIENTE WAY
DUCKHORN BOULEVARD
INTERSTATE 5
FREEWAY BUFFER
VILLAGE 11
VILLAGES 9 & 10
LOT K
MEDIUM DENSITY RESIDENTIAL
LOT J
LANDSCAPE CORRIDOR
LOT I
EMPLOYMENT CENTER
LANDSCAPE CORRIDOR
LOT H
LANDSCAPE CORRIDOR
LOT L
EMPLOYMENT CENTER
FAR NIENTE WAY
"M" WAY
"N" WAY
"O" WAY
"P" WAY
"Q" WAY
"R" WAY
"S" WAY
"T" WAY
GATEWAY WEST
ROAD "F"
LAND USE SUMMARY TABLE
PROJECT NOTES
SEE SHEET 1
NORTH
0
200
100
400
WOOD RODGERS INC.
ENGINEERING PLANNING MAPPING SURVEYING
3301 C STREET, BLDG. 100-B SACRAMENTO, CA 95816
PHONE: (916) 341-7760 FAX: (916) 341-7767
TENTATIVE SUBDIVISION MAP

Figure 8.

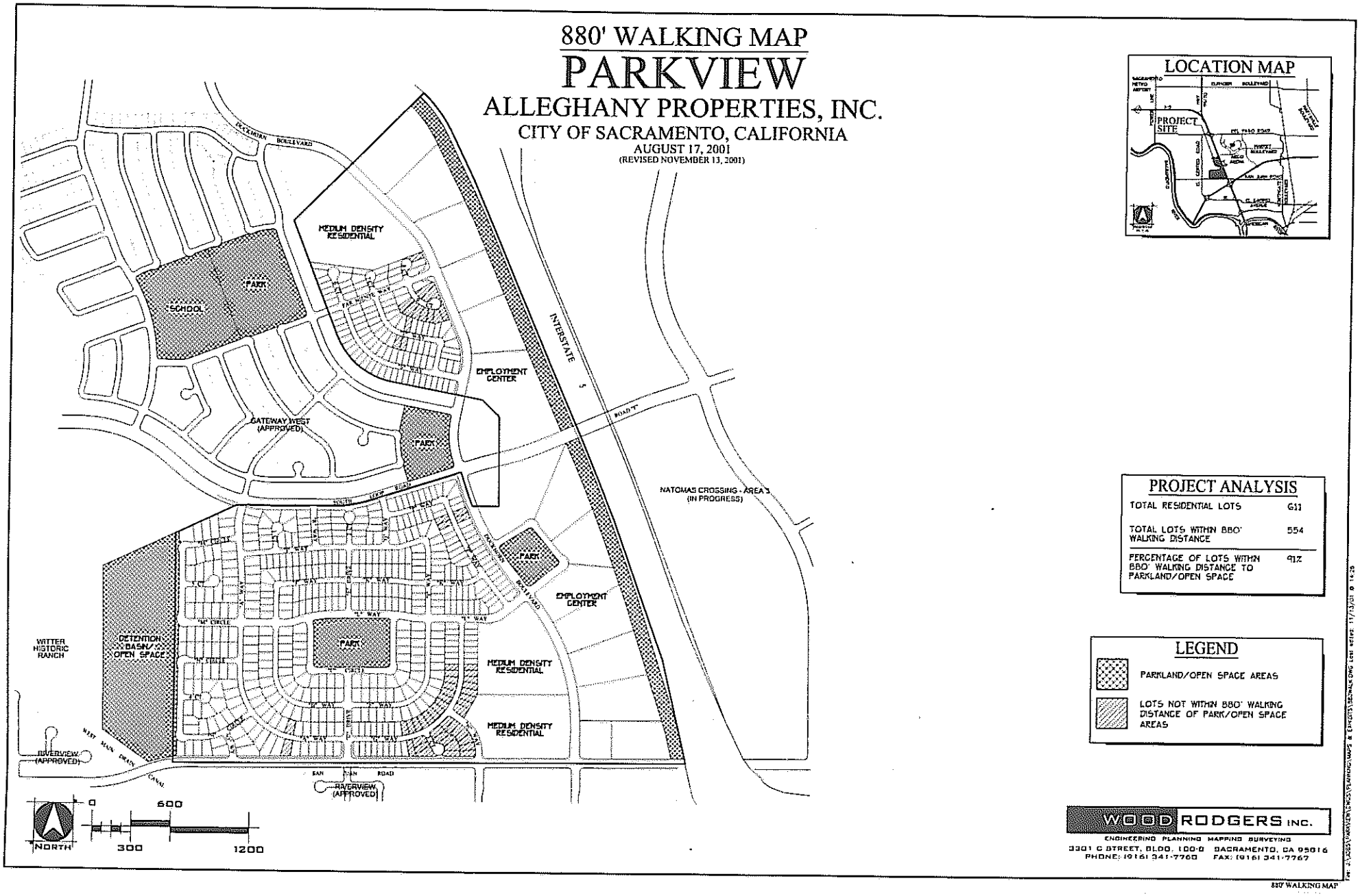

880' WALKING MAP
PARKVIEW
ALLEGHANY PROPERTIES, INC.
CITY OF SACRAMENTO, CALIFORNIA
AUGUST 17, 2001
(REVISED NOVEMBER 13, 2001)
LOCATION MAP
PROJECT SITE
PROJECT ANALYSIS
TOTAL RESIDENTIAL LOTS 611
TOTAL LOTS WITHIN 880' WALKING DISTANCE 554
PERCENTAGE OF LOTS WITHIN 880' WALKING DISTANCE TO PARKLAND/OPEN SPACE 91%
LEGEND
PARKLAND/OPEN SPACE AREAS
LOTS NOT WITHIN 880' WALKING DISTANCE OF PARK/OPEN SPACE AREAS
MEDIUM DENSITY RESIDENTIAL
PARK
SCHOOL
EMPLOYMENT CENTER
GATEWAY WEST (APPROVED)
INTERSTATE 5
NATOMAS CROSSING - AREA 3 (IN PROGRESS)
DETENTION BASIN/ OPEN SPACE
WITTER HISTORIC RANCH
RIVERVIEW (APPROVED)
NORTH
0
600
300
1200
WOOD RODGERS INC.
ENGINEERING PLANNING MAPPING SURVEYING
3301 C STREET, BLDG. 100-B SACRAMENTO, CA 95816
PHONE: (916) 341-7760 FAX: (916) 341-7767
880 WALKING MAP

Figure 9.

Alleghany Properties

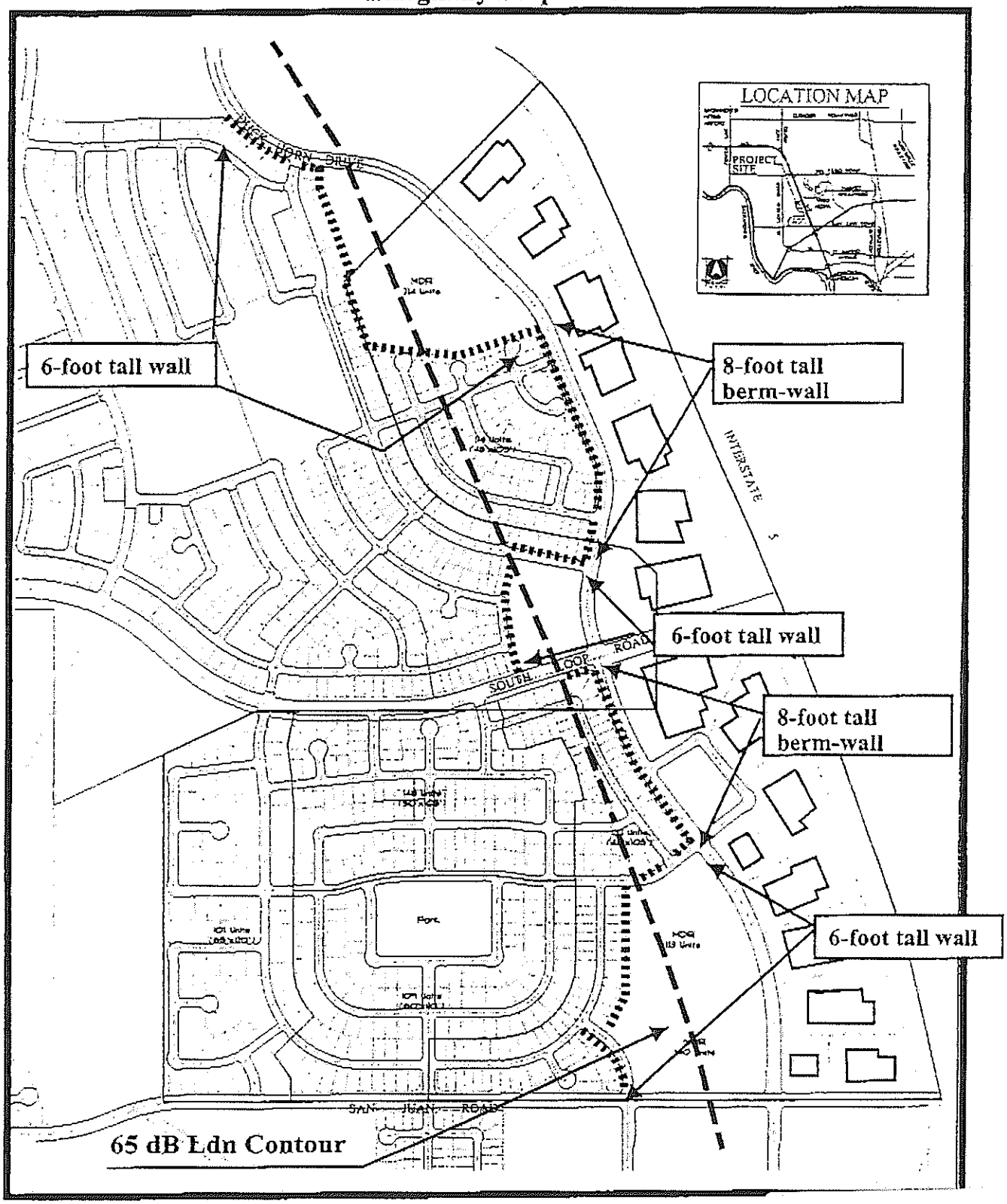
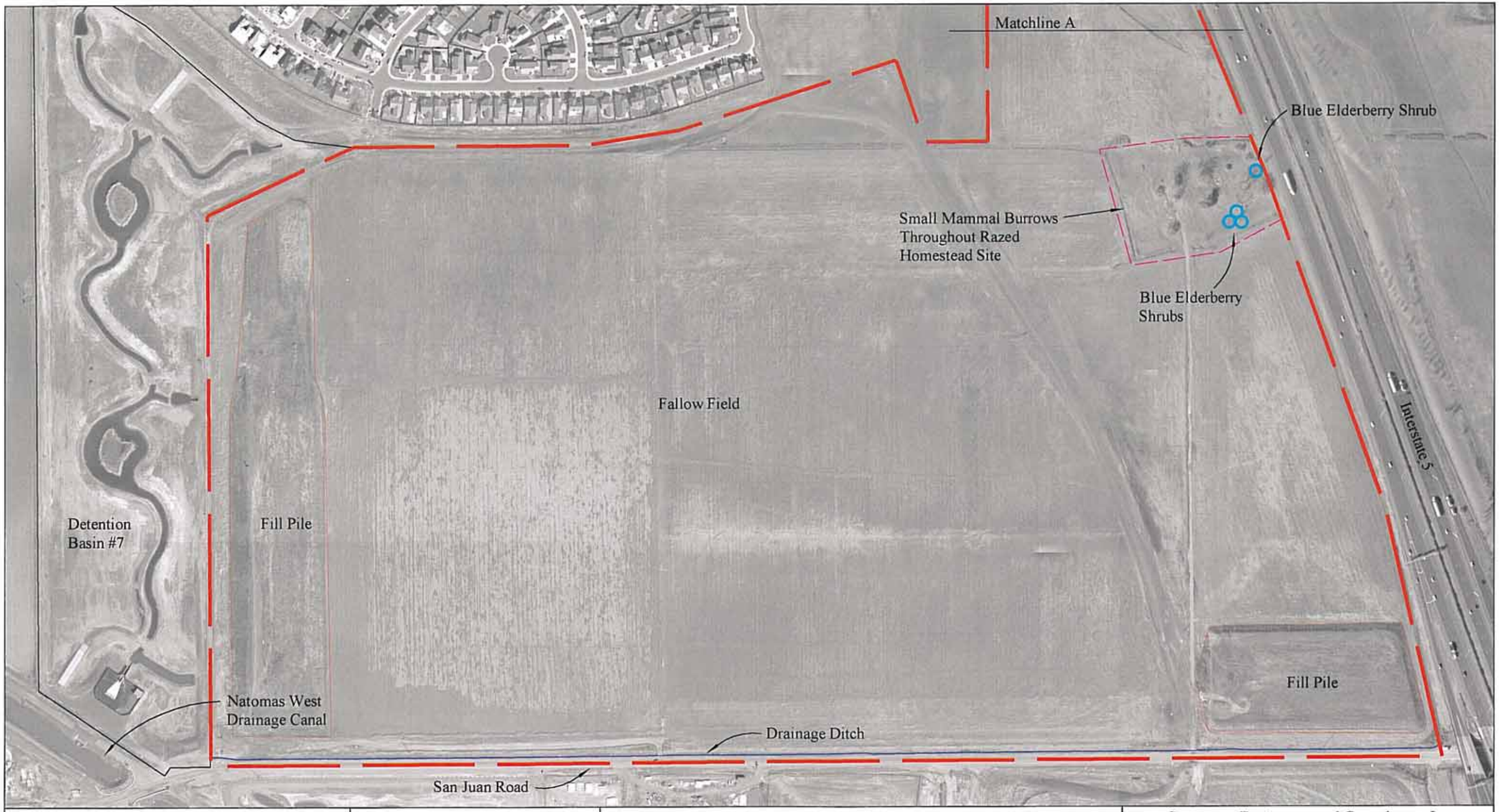


Figure 10.

Bollard&Brennan, Inc.



Initial Study and Mitigated Negative Declaration for Parkview (P00-022/ P00-023)
City of Sacramento, CA
18 December 2001

Figure 11a.

Biological Resources within the Southern Portion of the Project Study Area

Project Study Area Boundary

Razed Homestead Site

Blue Elderberry Shrub

0 150 300 ft

Scale: 1" = 300'

N

Sycamore Environmental Consultants, Inc.

Basemap:
City of Sacramento

Parkview1SFig2.dwg

Initial Study and Mitigated Negative Declaration for Parkview (P00-022/ P00-023)
City of Sacramento, CA
18 December 2001

Figure 11b.

Biological Resources within the Northern Portion of the Project Study Area

Project Study Area Boundary

Heritage Tree

0 150 300 ft

Scale: 1" = 300'

N

Sycamore Environmental Consultants, Inc.

Basemap:
City of Sacramento

Parkview1SFig2.dwg

APPENDIX B.

Biological Resources Evaluation Report

Parkview (P00-022/ P00-023)
City of Sacramento, CA

Biological Resources Evaluation
for
Parkview (P00-022/ P00-023)

City of Sacramento

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Associate Planner

18 December 2001

Biological Resources Evaluation
for
Parkview (P00-022/ P00-023)
City of Sacramento, CA

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Appendices

I. SUMMARY OF FINDINGS AND CONCLUSIONS

The proposed Parkview project (P00-022/ P00-023) involves a request for land use entitlements to develop 242.6 vacant gross acres for residential land use and an employment center in the North Natomas Community Plan area of the City of Sacramento. No jurisdictional wetlands or other waters of the U.S. occur within the project study area. No significant impacts to special-status plant and animal species or their habitat are anticipated with implementation of the proposed mitigation measures.

II. INTRODUCTION

A. Project Purpose

The purpose of this report is to evaluate potential impacts to biological resources associated with the proposed Parkview project. The City of Sacramento will submit an Initial Study and Mitigated Negative Declaration for this project to the State Clearinghouse for distribution to appropriate agencies.

B. Project Location

The Parkview project is located northwest of the intersection of San Juan Road and Interstate 5, in the City of Sacramento, CA (Figure 1). The project study area occurs on the Taylor Monument USGS Topographic Quadrangle (T9N, R4E, Sections 14 and 15). The project study area consists of the following eleven Sacramento County Assessor Parcels: 225-0140-031 through 033, 225-0140-040, 225-0140-051, 225-0180-005, 225-0180-006, and 225-0180-044 through 047.

III. PROJECT DESCRIPTION

The Parkview project requests a Development Agreement with the City of Sacramento to develop 242.6 gross vacant acres in the North Natomas Community Plan area for residential land use and an employment center. As proposed, the project would result in the construction of 211 single family residential units, 399 single family alternative units, 480 medium and low density residential units, 870,000 ft^2 of office space, institutional use(s), two parks, freeway buffer, landscape corridors, and roadways and utility infrastructure.

IV. STUDY METHODS

Study methods involved conducting surveys; obtaining data from state and federal agencies; and reviewing maps, aerial photographs, and published and unpublished literature.

A. Studies Conducted

A biological evaluation was conducted to determine if any state or federal special-status plant or wildlife species or habitat for special-status species occurs within the project study area.

B. Survey Dates and Personnel

The project study area was surveyed on 1 October 2001 by David Osborne and Jason Lowe, and on 4 October 2001 by David Osborne and Matt Tozzi, of Sycamore Environmental.

C. Problems Encountered and Limitations That May Influence Results

No problems or limitations were encountered that may have influenced the results.

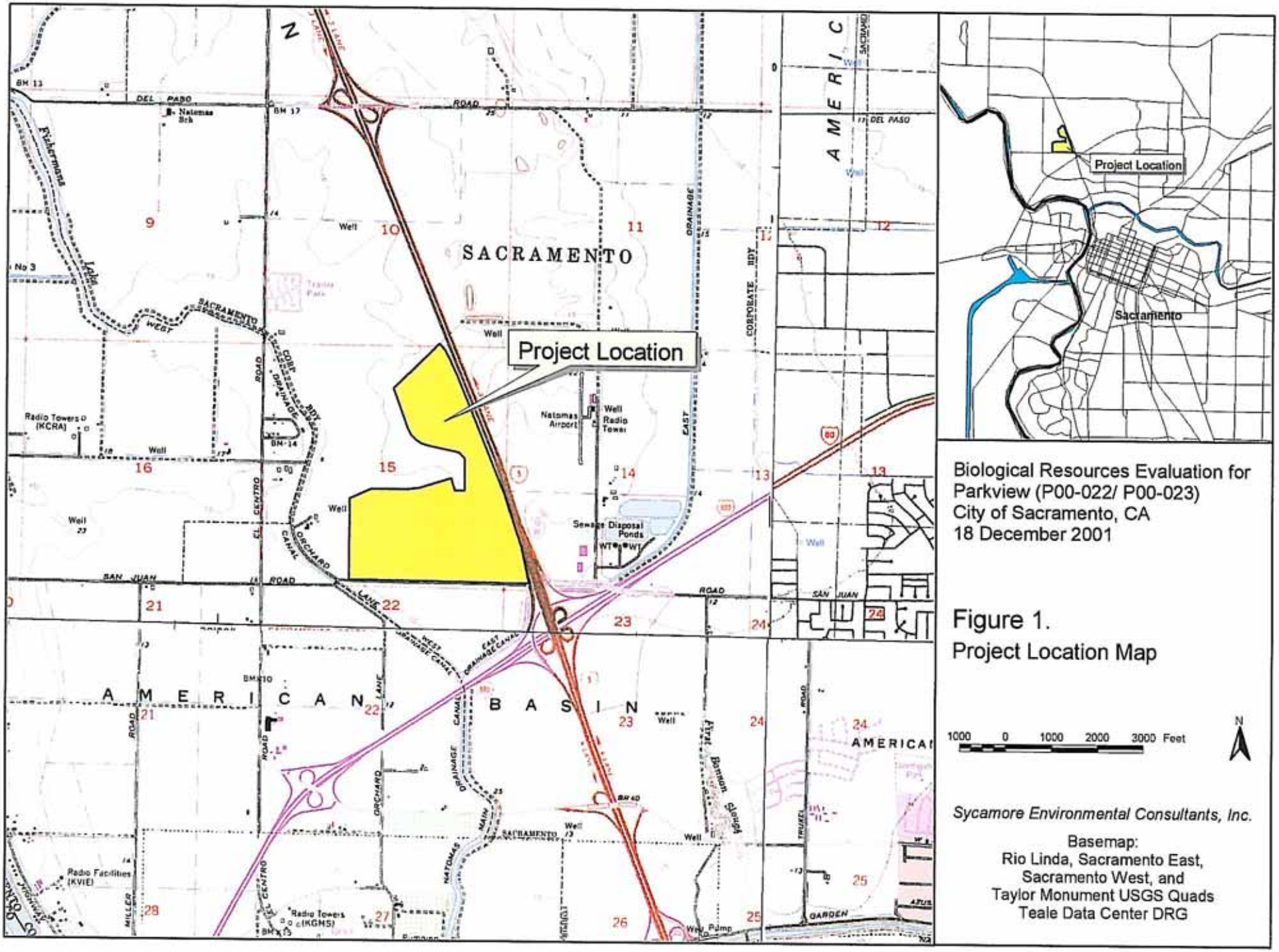
Project Location
SACRAMENTO
AMERICAN BASIN
Natomas Airport
Sewage Disposal Ponds
Radio Towers (KCRA)
Radio Facilities (KVIE)
Radio Towers (KGMS)
Project Location
Sacramento
Biological Resources Evaluation for
Parkview (P00-022/ P00-023)
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Figure 1.
Project Location Map
1000 0 1000 2000 3000 Feet
N
Sycamore Environmental Consultants, Inc.
Basemap:
Rio Linda, Sacramento East,
Sacramento West, and
Taylor Monument USGS Quads
Teale Data Center DRG

D. Literature Search

Information on the biology, distribution, taxonomy, legal status, and other aspects of the special-status species was obtained from documents on file in the library of Sycamore Environmental. Standard references used for the biology and taxonomy of plants included Abrams (1923-1960); California Native Plant Society, Tibor, ed. (2001); California Department of Fish and Game (1999, 2001); Hickman, ed. (1993); Mason (1957); Munz (1959); and Sawyer and Keeler-Wolf (1995). Standard references used for the biology and taxonomy of wildlife included Behler and King (1979); Ehrlich et al. (1988); Jameson and Peeters (1988); Jennings and Hayes (1995); Mayer and Laudenslayer, eds. (1988); McGinnis (1984); Peterson (1990); Sibley (2000); Stebbins (1985); Udvardy (1977); Verner and Boss (1980); Whitaker (1980); and Zeiner et al. (1988; 1990a, b).

A letter was sent to the U.S. Fish and Wildlife Service (USFWS) requesting file data on special-status species that could occur on the Taylor Monument USGS topographic quadrangle (quad). Their response is presented in Appendix B.

A computerized search of the California Natural Diversity Data Base (CNDDB/ RareFind report, 1 October 2001) was conducted for the Taylor Monument quad. A RareFind Summary Report for this quad is presented in Appendix A. This search was conducted to determine if there are any known occurrences of state- or federal-listed species recorded within the vicinity of the project study area.

In addition to the CNDDB/ RareFind report, Sycamore Environmental reviewed the following current lists prepared by the California Department of Fish and Game (DFG):

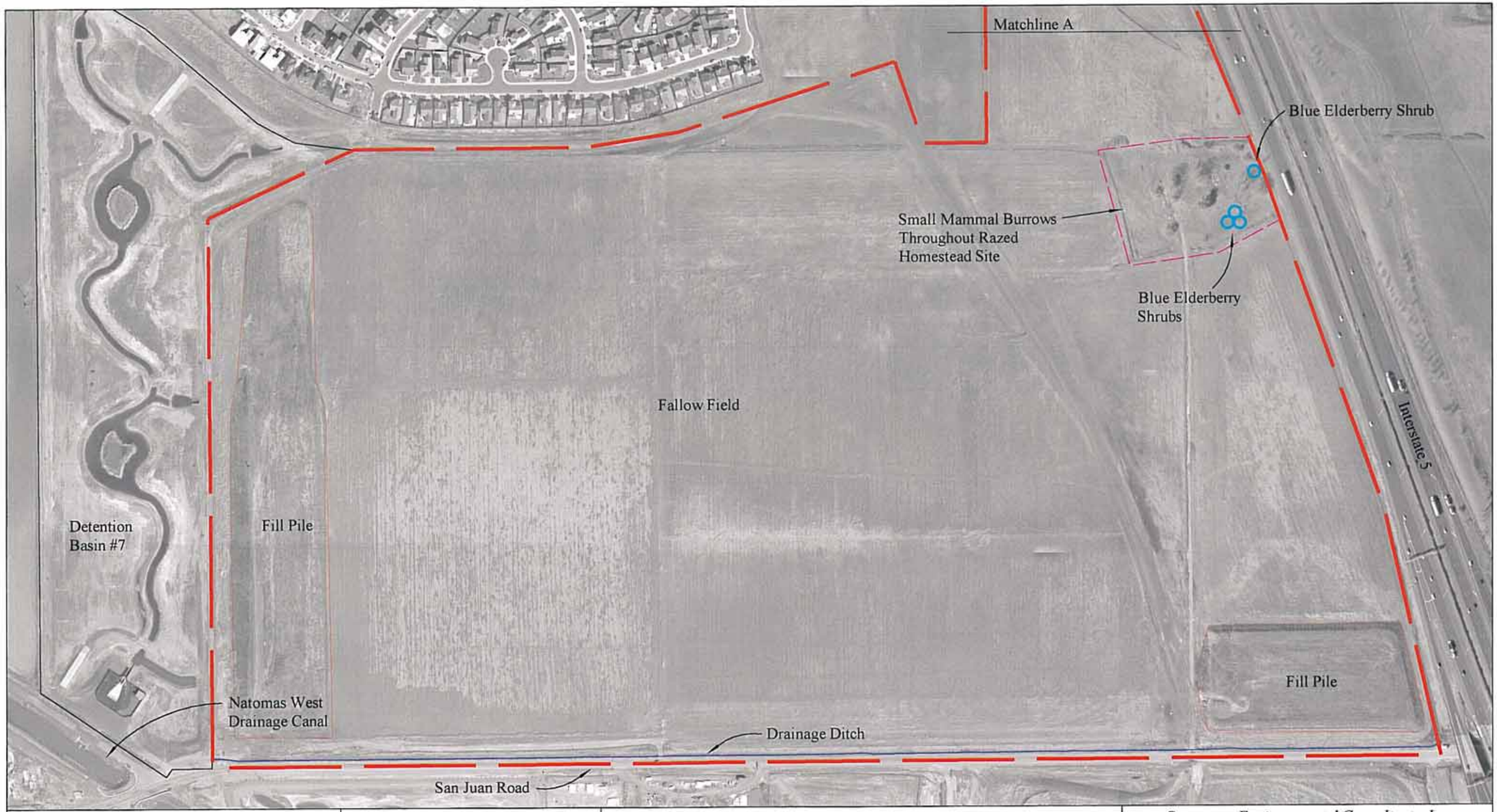
- *State and federally listed endangered and threatened animals of California* (October 2001);
- *Special animals* (July 2001);
- *State and federally listed endangered, threatened, and rare plants of California* (October 2001); and
- *Special vascular plants, bryophytes, and lichens list* (July 2001).

E. Field Surveys

The October 2001 biological surveys consisted of walking and visually surveying the 242.6-acre study area to assess potential habitat for special-status species. Plant species and communities were identified and recorded. Wildlife species observed in or near the project study area were identified and recorded. A list of species observed during surveys is presented in Appendix D. Photographs of the study area are presented in Appendix E.

F. Mapping

Biological features observed within the project study area by Sycamore Environmental were mapped in the field using a Trimble Pro-XR™ sub-meter accurate GPS. The data were then transferred into an AutoCAD® basemap (prepared and provided by Wood Rodgers Inc. of Sacramento CA). Sycamore Environmental prepared a biological features map by overlaying CAD and GPS data onto an aerial photograph provided by the City of Sacramento (Figure 2).



Biological Resources Evaluation for
Parkview (P00-022/ P00-023)
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Figure 2a.

Biological Resources within the Southern Portion of the Project Study Area

Project Study Area Boundary

Razed Homestead Site

Blue Elderberry Shrub

0 150 300 ft

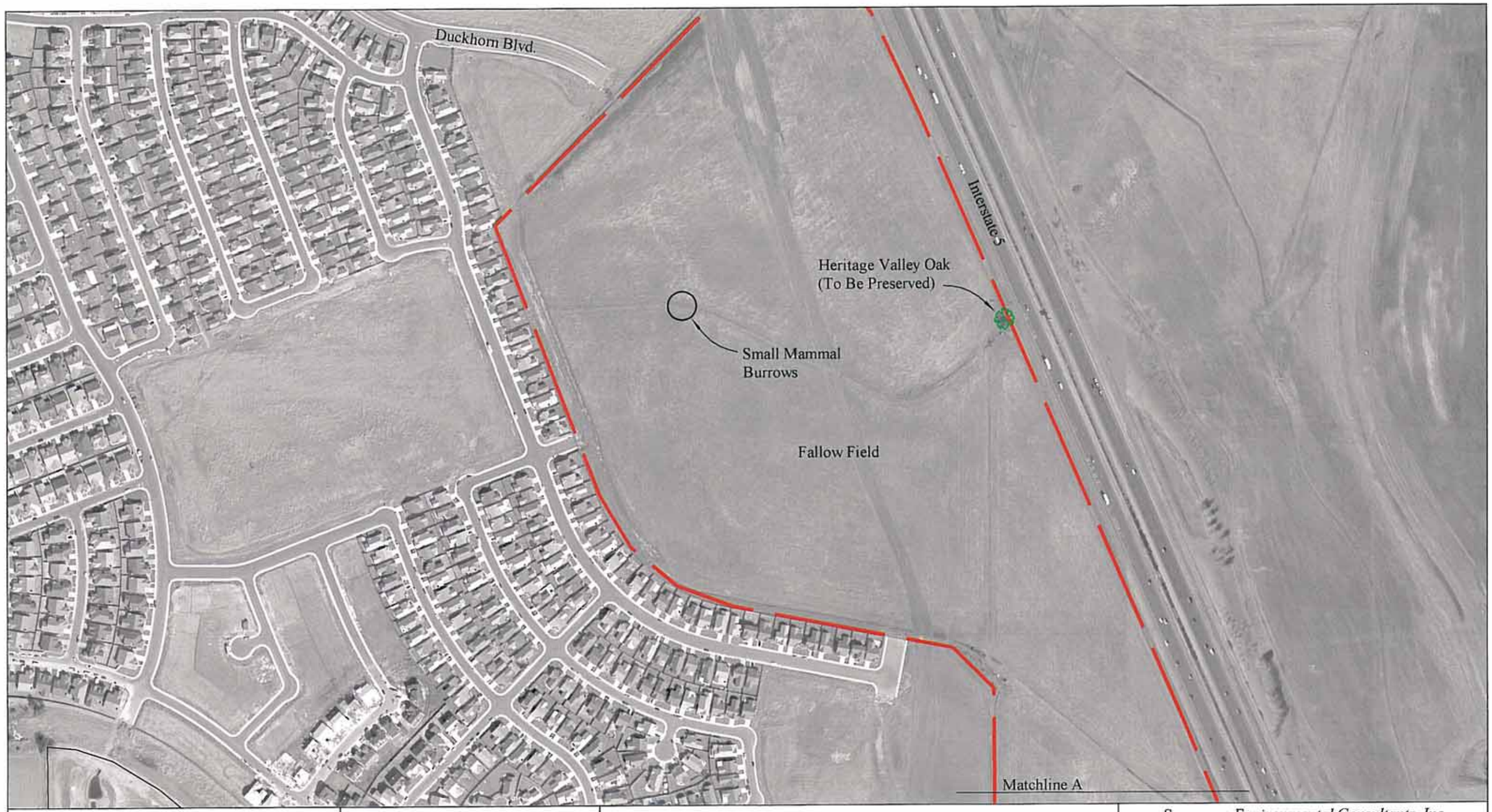
Scale: 1" = 300'

N

Sycamore Environmental Consultants, Inc.

Basemap:
City of Sacramento

Parkview BioFig2.dwg



Biological Resources Evaluation for
Parkview (P00-022/ P00-023)
City of Sacramento, CA
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Figure 2b.

Biological Resources within the Northern Portion of the Project Study Area

Project Study Area Boundary

Heritage Tree

0 150 300 ft

Scale: 1" = 300'

N

Sycamore Environmental Consultants, Inc.

Basemap:
City of Sacramento

ParkviewBioFig2.dwg

V. ENVIRONMENTAL SETTING

Elevation of the project study area ranges from 7 to 15 ft above sea level. The topography is nearly level, and the site drains from the northeast to the southwest. The project area is bounded to the east by Interstate 5 (I-5) and to the south by San Juan Road. A detention basin (Detention Basin #7) bounds the southwestern side of the project area. Residential development occurs west of the project site. Land north of the project site is currently vacant.

The majority of the study area consists of tilled annual grassland and nonnative ruderal vegetation. There are two large fill deposits located on the southwest and southeast corners of the study area. An irrigation/ drainage ditch is located on the southern border of the study area along San Juan Road. A razed homestead is located on the eastern boundary of the study area near I-5. A group of nonnative trees, two small ditches, and portions of the foundation are the only remnants of the razed homestead. Four blue elderberry shrubs and a small northern California black walnut also occur in this area.

A. Description of the Biological Communities

Vegetation within the study area consists primarily of nonnative annual grasses and native and nonnative herbaceous species. A small group of trees occurs near the eastern boundary of the study area. The group of trees consists of four large (> 100-inch circumference) nonnative trees, one small northern California black walnut, a number of small trees and shrubs, and a few standing snags (dead trees). Two other native trees occur in the northern portion of the project study area (Figure 2). Photographs depicting biological communities in the project study area are presented in Appendix E.

1. Plants

Plant species observed within the project study area include northern California black walnut (*Juglans californica* var. *hindsii*), London plane tree (*Platanus* x *acerifolia*), white poplar (*Populus alba*), blue elderberry (*Sambucus mexicana*), black mustard (*Brassica nigra*), cocklebur (*Xanthium strumarium*), yellow star-thistle (*Centaurea solstitialis*), oat (*Avena* sp.), ripgut grass (*Bromus diandrus*), and Mediterranean barley (*Hordeum marinum* ssp. *gussoneanum*). A complete list of plant species observed in the project study area is presented in Appendix D.

Sycamore Environmental observed six trees within the project study area that qualify for protection under the City of Sacramento Heritage Tree ordinance (SCC Title 12, chapters 12.64.10 – 12.64.70). The potential heritage trees occurring near the razed homestead are: an English walnut (*Juglans regia*) with three trunks totaling 131 inches circumference, a white mulberry (*Morus alba*) measuring 103 inches circumference, a London plane tree (*Platanus* x *acerifolia*) measuring 122 inches circumference, and an edible fig (*Ficus carica*) with four trunks totaling 167 inches circumference. The two potential heritage trees occurring in the northern portion of the study area are: a Valley oak (*Quercus lobata*) with two trunks totaling 97 inches circumference, and a Fremont cottonwood (*Populus fremontii* ssp. *fremontii*) with four trunks totaling 129 inches circumference (Figure 2).

2. Wildlife

Wildlife species observed in and near the study area include American kestrel (*Falco sparverius*), Northern harrier (*Circus cyaneus*), rock dove (*Columba livia*), California gull (*Larus californica*), great egret (*Casmerodius albus*), great blue heron (*Ardea herodias*), and California ground squirrel (*Spermophilus beecheyi*). A complete list of wildlife species observed in the project study area is presented in Appendix D.

B. The Existing Level of Disturbance

The majority of the study area has been disturbed by tilling. The two fill deposits and the group of trees near the razed homestead are the only areas that have not recently been tilled. Noise from traffic along highway I-5 also contributes to the existing level of disturbance.

VI. BIOLOGICAL RESOURCES IN THE PROJECT AREA

A. Special-Status Species Evaluated for the Project Area

File data requested from USFWS, CNDDB/ RareFind records, and field surveys were used to determine the species evaluated in this document. File data requested from USFWS listing special-status species that could potentially occur within the project area is presented in Appendix B. A total of 69 CNDDB/ RareFind records for 9 unique species are listed for the Taylor Monument quad. A CNDDB/ RareFind Summary Report for this quad is provided in Appendix A.

Listed in Table 1 are special-status species identified in CNDDB/ RareFind records and the USFWS file data for which suitable habitat is present within the project study area. Other special-status species for which habitat is not present, or whose distributional limits preclude the possibility of their occurrence in the project study area, are not discussed further in this report.

Table 1. Special-Status Species Evaluated.

SPECIAL-STATUS SPECIES	COMMON NAME	Listing Status [a] Federal/ State	Other Codes [b] USFWS/ DFG	Source [c]	Observed?
Invertebrates					
Desmocerus californicus dimorphus	Valley elderberry longhorn beetle	T/--	--/--	1,2,3	No
Birds					
Athene cunicularia	Western burrowing owl	--/--	SC/CSC	1,2	No
Buteo swainsoni	Swainson's hawk	T/--	--/--	1,2	No
Charadrius montanus	Mountain plover	PT/--	--/CSC	1	No
Reptiles					
Thamnophis gigas	Giant garter snake	T/T	--/FP	1,2	No

[a] **Listing Status**

Federal status determined from USFWS letter. State status determined from *State and federally listed endangered and threatened animals of California* (October 2001) and *State and federally listed endangered, threatened, and rare plants of California* (October 2001) prepared by DFG Natural Diversity Data Base. Codes used in table are as follows:

E = Endangered; **T** = Threatened; **P** = Proposed; **R** = California Rare; ***** = Possibly extinct.
C = Candidate: Taxa for which the Fish and Wildlife Service has sufficient biological information to support a proposal to list as endangered or threatened.

[b] **Other Codes**

Other codes determined from USFWS letter; DFG lists including *Special animals* (July 2001), *Special vascular plants, bryophytes, and lichens* (July 2001); and CNPS *Inventory of Rare and Endangered vascular plants of California* (CNPS 2001). Codes used in table are as follows:

SC = USFWS Species of Concern: Taxa for which existing information may warrant listing but for which substantial biological information to support a proposed rule is lacking.
CSC = DFG "Species of Special Concern."
FP = DFG Fully protected
Prot. = DFG Protected
CNPS List (plants only): **1A** = Presumed Extinct in CA; **1B** = Rare or Endangered (R/E) in CA and elsewhere; **2** = R/E in CA and more common elsewhere; **3** = Need more information; **4** = Plants of limited distribution.

[c] **Sources**

1 = From the USFWS letter.
2 = From CNDDB/ RareFind.
3 = Observed by Sycamore Environmental Biologists.

B. Special-Status Plant Species

No habitat for special-status plant species occurs within the project study area.

C. Special-Status Wildlife Species

1. Birds

Mountain plover (*Charadrius montanus*)

HABITAT AND BIOLOGY: Forages in short grasslands and plowed fields of the Central Valley during winter. The plover searches the ground for large insects, especially grasshoppers (Zeiner et al. 1990a). This species is not known to nest in California (Zeiner et al. 1990a).

RANGE: Central Valley from Sutter and Yuba cos. southward (Zeiner et al. 1990a).

CNDDB/ RAREFIND RECORDS: There are no records for mountain plover on the Taylor Monument quad.

HABITAT PRESENT IN STUDY AREA? Yes. The project study area is within the known range of the species. The plowed grassland within the project study area provides potential foraging habitat for this species during winter. This species was not observed during the October 2001 field surveys.

Swainson's hawk (*Buteo swainsoni*)

HABITAT AND BIOLOGY: An uncommon breeding resident and migrant in CA. Nests in open riparian habitat, in scattered trees or in small groves in sparsely vegetated flatlands. Nesting areas are usually located near water, but are occasionally found in arid regions. Typical habitat includes open desert, grassland, or cropland containing scattered, large trees or small groves (Zeiner et al. 1990a).

RANGE: The summer range of this species is the California Central Valley. California populations of this species are believed to overwinter in Mexico.

CNDDB/ RAREFIND RECORDS: There are 26 records of nesting Swainson's hawk on the Taylor Monument quad. There are 71 records for nesting Swainson's hawk within a ten-mile radius of the project study area. There are three records within one mile. Two records representing the closest Swainson's hawk nests are 0.5 mile from the project study area. One of these records is dated 2000 and is located south of the project within the Natomas West Drainage Canal riparian corridor. The other record is to the southwest of the project.

HABITAT PRESENT IN STUDY AREA? Yes. The trees occurring near the eastern border of the project study area provide nesting habitat for this species. GPS data points were taken of the trees (Figure 2). If left fallow, annual grassland habitat could develop within the project study area that would provide foraging habitat. This species was not observed during the October 2001 field surveys.

Western burrowing owl (*Athene cunicularia*)

HABITAT AND BIOLOGY: This species forages day and night in open dry grassland and desert habitats, and in grass, forb, and open shrub stages of pinyon-juniper and ponderosa pine habitats. Nests in old burrows of ground squirrels or other small mammals. Eats mostly insects; also feeds on small mammals reptiles, birds, and carrion (Zeiner et al. 1990a). It is a yearlong resident in CA. It breeds from March through August.

RANGE: Central Valley, Sierra Nevada, and coastal ranges (Zeiner et al. 1990a).

CNDDB/ RAREFIND RECORDS: There is one record for this species on the Taylor Monument quad. This record occurs within the northern portion of the project study area.

HABITAT PRESENT IN STUDY AREA? Yes. Burrow networks of the California ground squirrel along the berms of the east - west running ditches associated with the group of trees offer potential nesting habitat for this species. Burrows are also located in the north-central portion of the project study area. If left fallow, annual grassland habitat could develop within the project study area that would provide potential foraging habitat. No burrowing owls were observed within the project study area.

2. Reptiles

Giant garter snake (*Thamnophis gigas*)

HABITAT AND BIOLOGY: Habitat requirements for giant garter snake (GGS) consist of the following: 1) adequate water during the snake's active season (early spring through mid-fall) to provide food and cover, 2) emergent, herbaceous wetland vegetation, such as cattails and bulrushes, for escape cover and foraging habitat during the active season, 3) grassy banks and openings in waterside vegetation for basking, and 4) higher elevation uplands for cover and refuge from flood waters during the snake's winter dormant season (56 FR 67046). Environmental features that provide suitable habitat for GGS include permanent freshwater marshes, agricultural canals, ditches and drains associated with rice fields (Leidy 1992), and streams and sloughs, particularly those with mud bottoms (Stebbins 1985). To avoid inundation in the winter, GGS overwinter in upland hibernacula, which includes small mammal burrows and debris in close proximity to summer habitat (Leidy 1992). Prey includes small fishes and frogs.

RANGE: Floor of the California Central Valley from Delevan National Wildlife Refuge, Colusa Co., to Los Banos Creek and Mud Slough in San Joaquin Co. (Stebbins 1985).

CNDDB/ RAREFIND RECORDS: There are 36 records for GGS on the Taylor Monument quad. Six of these records occur within one mile of the project study area. The closest record is 0.3 mile to the northwest of the project study area.

HABITAT PRESENT IN STUDY AREA? The drainage ditch along San Juan Road provides dispersal habitat for GGS. This ditch is approximately six feet wide and three feet deep. This ditch contains slowly flowing water part of the year, but was dry during October 2001 field visits. A narrow band of hydrophytic vegetation was present in the ditch during the 1999 jurisdictional delineation. Common hydrophytes within the ditch included tall flatsedge (*Cyperus eragrostis*), narrow-leaf cattail (*Typha angustifolia*), and dallis grass (*Paspalum dilatatum*) (Gibson and Skordal 1999). The drainage ditch partially fulfills the hydrological and some cover requirements of this species. The absence of perennial water in the drainage ditch precludes a dependable forage source that is necessary to be considered suitable foraging habitat for the species. Giant garter snake may occur as a potential transient in this drainage. The California ground squirrel burrow network near the razed homestead could be used by hibernating GGS in winter. However, GGS use of these burrows is unlikely because they are substantially isolated (approximately 1600 feet) from the drainage ditch. No GGS were observed during April/ May 2001 GGS protocol surveys (Barry 2001) or October 2001 field visits.

D. Wetlands

A jurisdictional wetland delineation of the project study area was conducted in 1999 (Gibson and Skordal 1999). No wetlands or other waters of the U.S. were reported in the project study area. The U.S. Army Corps of Engineers (Corps) verified the delineation (Appendix C) and determined that no permit under Section 404 of the Clean Water Act would be required for the proposed project (Corps Regulatory No. 199900679).

E. Sensitive Natural Communities

Sensitive natural communities are rare communities recognized by the Natural Diversity Data Base, and includes communities that are adversely affected by minimal disturbance, and select communities that provide habitat for special-status plant or wildlife species. There are no sensitive communities in the project study area.

VII. REGULATORY CONSIDERATIONS

A. Determination of Significance of Impacts

Impacts to biological resources were evaluated for significance based on legal protection; local, state, and federal agency policies; and documented resource scarcity and sensitivity.

1. State and Federal Statutes

The purpose of the Biological Resources Evaluation is to conduct biological studies and perform analyses and evaluations necessary to satisfy the legal requirements of state and federal statutes. These statutes include:

- National Environmental Policy Act (42 U.S.C. 4321 et seq.).
- Federal Endangered Species Act (16 U.S.C. 1531-1543).
- Fish and Wildlife Coordination Act (16 U.S.C. 661-666).
- Executive Order 11990, Protection of Wetlands (May 24, 1977).
- California Environmental Quality Act (P.R.C. 21000 et seq.).
- California Endangered Species Act (California Fish and Game Code 2050 et seq.).
- Native Plant Protection Act (California Fish and Game Code 1900-1913).
- Sections 1601-1603 of the California Fish and Game Code that pertain to streambed alterations.
- Migratory Bird Treaty Act of 1918 (16 U.S.C. 703-711).
- Sacramento City Code Heritage Tree Ordinance (Title 12.64.10 – 12.64.70)

2. Federal Endangered Species Act

The Federal Endangered Species Act defines "take" (Section 9) and prohibits "taking" of a listed endangered or threatened species (16 U.S.C. 1532, 50 CFR 17.3). If a federally listed species could be harmed by a project, a Section 7 or 10 consultation must be initiated, and an Incidental Take Permit must be obtained (16 U.S.C. 1539, 50 CFR 13).

3. Federal Migratory Bird Treaty Act

Migratory birds are protected under the federal Migratory Bird Treaty Act (MBTA) of 1918 (16 U.S.C. 703-711). The MBTA makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed in 50 CFR Part 10 including feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 CFR 21). All migratory bird species are protected by the MBTA. The direct injury or death of an individual of this species, due to construction activities or any construction-related disturbance that causes nest abandonment or forced fledging of this species, would be considered a significant impact. Any removal of active nests during the breeding season or any disturbance that results in the abandonment of nestlings is considered a "take" of the species under federal law. Impacts to migratory birds that result in a "take" of the species would be significant.

4. California Fish and Game Code

The California Fish and Game Code defines "take" (Section 86) and prohibits "taking" of a species listed as threatened or endangered under the California Endangered Species Act (California Fish and Game Code Section 2080) or otherwise fully protected (as defined in California Fish and Game Code Sections 3511, 4700, and 5050).

5. Other Special-status Species Classifications

California species of special concern (CSC), species listed on California Native Plant Society lists 1B and 2 (Tibor, ed., 2001), and active raptor nests are included in this classification.

6. National Pollution Discharge Elimination System Permit (NPDES)

Point source discharge of pollutants into "navigable water" is regulated through the National Pollution Discharge Elimination System Permit (NPDES). All point source discharges must have an NPDES permit (33 U.S.C. 1311). Ground disturbing activities, such as grading, in excess of 5 acres requires an NPDES permit from the Regional Water Quality Control Board (RWQCB). The preparation of a Stormwater Pollution Prevention Plan (SWPPP) is a requirement of the NPDES permit. Hazardous material spill prevention and spill cleanup Best Management Practices (BMPs), set-forth by the California Stormwater Task Force, March 1993, are included in the SWPPP. Because the project would result in ground disturbance in excess of 5 acres, the applicant will be required to obtain an NPDES permit from the RWQCB.

7. Natomas Basin Habitat Conservation Plan

The Natomas Basin Habitat Conservation Plan (NBHCP) was prepared to satisfy a mitigation requirement of the 1994 North Natomas Community Plan, which planned to develop North Natomas. The NBHCP is a conservation plan supporting an application for a federal Incidental Take Permit (ITP) permit under Section 10 (a)(1)(B) of FESA and a California State ITP under Section 2081 of the California Fish and Game Code. Developers in the Natomas Basin would participate in the NBHCP for their development activities and be protected by its permits through development agreements, with enforceable conditions of approval, issued by the City of Sacramento. The City of Sacramento would also issue a Certificate to any recipient of an urban development permit stating that appropriate mitigation had been received and that such a developer is therefore covered by the City's ITP. USFWS and DFG approved the NBHCP and issued an ITP to the City of Sacramento in 1997.

The NBHCP and ITP were subsequently challenged on NEPA and CEQA compliance, and on 15 August 2000, the U.S. District Court, Eastern District ruled that the ITP was invalid. Based on this ruling, the City of Sacramento, Sutter County, Reclamation District Number 1000, and Natomas Central Mutual Water Company are jointly preparing a revised Environmental Impact Report/ Environmental Impact Statement (EIR/ EIS). The City of Sacramento and Sutter County are preparing and will seek adoption of a revised NBHCP and the issuance of a new ITP by USFWS and DFG for development within the Natomas Basin.

8. Significance Criteria

Short-term vegetation impacts arise from construction activities that result in the temporary removal of vegetation, alteration of habitat, creation of dust, etc. Long-term impacts result when vegetation is permanently destroyed (directly or indirectly) when land is cleared for construction, when rare or endangered species are threatened, and when the integrity of a plant community is destroyed. Short-term wildlife impacts during construction occur when physical damage, dust, and noise disrupt wildlife species, alter habitat, and displace animals. Long-term impacts occur when wildlife is destroyed or permanently displaced or when their habitat is permanently altered.

The following Significance Criteria were used for evaluating impacts on biological resources:

- Loss of the habitat, or individuals, or populations of plant or wildlife species occurring on state or federal lists.

- Loss of the habitat, individuals, or populations of plant or wildlife species occurring on the list of Species of Special Concern as defined by DFG.
- Loss of the habitat, individuals, or populations of species occurring on List 1B or List 2 of the California Native Plant Society Inventory (Tibor, ed. 2001).
- Loss of sensitive plant communities as defined by DFG, or other communities of recognized regional importance.
- Impacts to jurisdictional wetlands and waters of the United States as defined by the Corps (Section 404 of the Clean Water Act), which include intermittent and permanent stream channels, natural and man-made ponds, vernal pools, seeps, and seasonal wetlands.
- Loss of riparian habitats.
- Loss of active raptor nest-trees.
- Loss of native trees that exceed 6 inches in diameter at breast height (dbh).
- Loss of trees that exceed 100 inches in circumference at breast height.

VIII. IMPACT EVALUATION AND MITIGATION

The following biological resources were evaluated using the significance criteria described above.

A. Special-Status Plant Species

No habitat for special-status plant species occurs within the project study area. No impact is anticipated and no mitigation is required.

B. Special-Status Wildlife Species

1. Valley Elderberry Longhorn Beetle

DISCUSSION/ POTENTIAL IMPACT: A total of four blue elderberry shrubs (host plant for the federal-listed VELB) occur within the project study area (Figure 2). Blue elderberry shrubs with stems that measure one inch or greater at ground level are considered habitat for VELB and are protected by FESA (USFWS 1999). Several stems are greater than one-inch diameter at ground level. All four of these elderberry shrubs could be removed to construct the proposed project. Removal of these shrubs would be considered a significant impact. Implementation of the following mitigation measures would reduce the potential impact to VELB to less than significant.

MITIGATION: Prior to the issuance of a grading permit, the City of Sacramento shall either, a) include the applicant under the City's NBHCP Incidental Take Permit (ITP), or b) require the applicant to obtain a project specific ITP from USFWS through Section 10 consultation.

a) Participation in NBHCP

If the NBHCP is in place, the project applicant would be covered under the City's ITP by entering into a Developer Agreement with the City of Sacramento to pay the applicable mitigation fees to the Natomas Habitat Conservancy.

b) Project Specific ITP

If the NBHCP is not in place, the project applicant will obtain a project specific ITP by preparing a *Mitigation and Monitoring Plan* and *Biological Assessment* (BA) in accordance with current conservation guidelines for the valley elderberry longhorn beetle.

2. Swainson's Hawk

DISCUSSION/ POTENTIAL IMPACT: Potential nesting and foraging habitat for Swainson's hawk occurs within the project study area. The proposed project would remove the potential nesting trees and would convert approximately 242.6 acres of foraging habitat to urban land use. Conversion of foraging habitat to urban land use would be considered a potentially significant impact. The closest CNDDB/ RareFind record for nesting Swainson's hawk is 0.25 miles southwest of the project study area. If any active Swainson's hawk nests occur within 0.25 mile of the project area, and if construction activities that could cause nest abandonment or forced fledging occur during the breeding season (1 March to 15 September), the impact would be considered potentially significant. Implementation of the following mitigation measures will reduce impacts to Swainson's hawk to less than significant.

NESTING MITIGATION: Irregardless of whether the applicant is covered by the NBHCP or not, a preconstruction survey for active Swainson's hawk nests will be required if construction activities begin within the breeding season (1 March to 15 September). If construction activities begin outside the breeding season, the preconstruction survey for active nests is not required.

If construction is scheduled to commence during the Swainson's hawk breeding season (1 March to 15 September), the applicant will have a qualified biologist conduct a preconstruction survey to determine if Swainson's hawks are nesting within 0.25 mile of the project study area. The applicant will provide the City of Sacramento Planning and Building Department with documentation of the results of the survey. If no active nests are found, no mitigation is required.

If active Swainson's hawk nests are found within 0.25 mile of the project area, DFG will be notified, and no project related activities that would result in nest abandonment (e.g., noise generated from heavy equipment operation) will be conducted during the 1 March to 15 September breeding season without receipt of an exemption from DFG.

FORAGING MITIGATION: Prior to the issuance of a grading permit, the City of Sacramento shall either, a) include the applicant under the City's NBHCP 2081 Management Authorization from DFG, or b) require the applicant to obtain a project specific 2081 Management Authorization for the loss of foraging habitat.

a) Participation in NBHCP

If the NBHCP is in place, the project applicant will be covered under the City's 2081 Management Authorization by entering into a Developer Agreement with the City of Sacramento to pay the applicable mitigation fees to the Natomas Habitat Conservancy.

b) Project Specific 2081 Management Authorization

If the NBHCP is not in place, the project applicant will obtain a project specific 2081 Management Authorization. The authorization will be obtained by providing documentation that the applicable acres of DFG approved Habitat Management (HM) lands and endowment have been acquired.

DFG established the following ratio of HM lands to mitigate for lost acreage of Swainson's hawk foraging lands for projects within 1 mile of an active nest tree (an "active" nest is defined as one that has been used at least once in the past five years) (DFG 1994):

1) One acre of HM land for each acre of development (1:1 ratio). At least 10% of the HM land shall be met by fee title acquisition or a conservation easement allowing for active management of the habitat, with the remaining 90% protected by a conservation easement on agricultural lands or other lands which provide suitable foraging habitat for Swainson's hawk; or
2) One-half acre of HM land for each acre of development (0.5:1 ratio). All of the HM land shall be met by fee title acquisition or a conservation easement allowing for active management of the habitat for prey production.
3) In addition to acquiring Habitat Management lands, the project applicant shall provide for the long-term management of the HM lands by providing an endowment approved by DFG.

3. Western Burrowing Owl

DISCUSSION/ POTENTIAL IMPACT: Potential nesting and foraging habitat for western burrowing owl occurs within the project study area. The proposed project would eliminate both the nesting and foraging habitat of this species due to the development of the vacant site to urban land use. Conversion of foraging habitat to urban land use would be considered a potentially significant impact. Implementation of the following mitigation measures will reduce impacts to western burrowing owl to less than significant.

NESTING MITIGATION: Prior to the issuance of a grading permit, the project applicant will have a qualified biologist conduct DFG protocol western burrowing owl nesting surveys and implement follow-up mitigation if necessary. Surveys will be conducted within 30 days prior to construction. The applicant will provide the City of Sacramento Planning and Building Department with documentation of the results of the surveys and any requirements for further mitigation. If no active nests are found, no further nesting mitigation is required.

If western burrowing owl nests are found, the project applicant will implement DFG burrowing owl mitigation guidelines (17 October 1995) as follows:

1) No construction activities that could result in nest abandonment or forced fledging will occur during the breeding season (February 1 to August 31) within 250 feet of active burrows.
2) No construction activities that could result harassment of burrowing owls will occur during the non-breeding season (September 1 to January 31) within 160 feet of active burrows.
2) If construction activities within 250 feet of active burrows during the breeding season are necessary, passive relocation techniques will be used to remove western burrowing owls from active burrows under direction from DFG. One-way doors should be installed and left in place for a minimum of 48 hours to insure that owls are not present in the burrow before excavation commences.
3) Two natural or artificial burrows will be provided for each active burrow that will be lost. Participation in the NBHCP would fulfill this requirement. Before excavating burrows the project area will be monitored daily for one week to confirm that owls have not returned. Burrows will be excavated using hand tools to avoid injury to any owl remaining inside burrows.

FORAGING MITIGATION:
The mitigation measures described for the loss of Swainson's hawk foraging habitat would mitigate for the loss of western burrowing owl foraging habitat.

4. Mountain Plover

DISCUSSION/ POTENTIAL IMPACT: Potential winter foraging habitat for mountain plover occurs within the project study area. The proposed project would eliminate 242.6 acres of foraging habitat for this species due to conversion of the project study area to urban land use. Conversion of foraging habitat to urban land use would be considered a potentially significant impact. Implementation of the following mitigation measures will reduce impacts to mountain plover to less than significant.

FORAGING MITIGATION:
The mitigation measures described for the loss of Swainson's hawk foraging habitat would mitigate for the loss of mountain plover foraging habitat.

5. Giant Garter Snake

Discussion/ Potential Impact: The drainage ditch along San Juan Road at the southern border of the project site provides potential dispersal habitat for GGS. GGS could occur in the drainage as a potential transient. Grading and construction activities could affect GGS in this drainage ditch by degrading dispersal habitat and/ or injuring GGS if they are present at the time of construction. Activities that alter the drainage ditch or injure GGS would be considered a significant impact. Implementation of mitigation measures will reduce impacts to less than significant.

The California ground squirrel burrow network near the razed homestead could be used by hibernating GGS in winter. However, GGS use of these burrows is unlikely because they are substantially isolated (approximately 1600 feet) from the drainage ditch. The project would eliminate the burrow network. If GGS use these burrows as hibernacula, removal of the burrows would be considered a significant effect. Implementation of the following mitigation measures will reduce impacts to GGS to less than significant.

Mitigation: Prior to the issuance of a grading permit, the City of Sacramento shall either, a) include the applicant under the City's NBHCP Incidental Take Permit (ITP), or b) require the applicant to obtain a project specific ITP from USFWS through Section 10 consultation.

Irregardless of whether the applicant is covered by the NBHCP or not, the following measures to minimize "take" of GGS will be required:

a) Construction within 75 feet of the southern drainage and within 75 feet of the burrow network will occur only between 1 May and 30 September.

b) A survey will be conducted 24 hours prior to construction to determine if GGS is present in the southern drainage or the burrow network.

c) A qualified biologist will monitor construction activities within 75 feet of the southern drainage and the burrow network to ensure that GGS are not affected.

d) If the banks of the southern drainage are affected, the banks will be revegetated with native grass species. The type of seed that will be used will be commercially available native grass species (e.g., *Bromus carinatus*, *Elymus glaucus*, and/or *Poa secunda*).

a) Participation in NBHCP

If the NBHCP is in place, the project applicant would be covered under the City's ITP by entering into a Developer Agreement with the City of Sacramento to pay the applicable mitigation fees to the Natomas Habitat Conservancy.

b) Project Specific ITP

If the NBHCP is not in place, the project applicant will obtain a project specific ITP by preparing a *Mitigation and Monitoring Plan* and *Biological Assessment* (BA) in accordance with the current recovery plan for the giant garter snake.

C. Wetlands

The Corps verified that no jurisdictional wetlands or other waters of the U.S. occur within the project study area (Appendix C) and no permit under Section 404 of the Clean Water Act would be required for the proposed project (Corps 199900679).

D. Sensitive Natural Communities

No Sensitive Natural Communities occur in the project study area, therefore no affects to such communities are anticipated, and no mitigation is required.

E. Trees

Discussion/ Potential Impact: Six heritage trees occur within the project study area in the vicinity of the group of trees and northern portion of the project area (Figure 2). The City of Sacramento protects heritage trees by ordinance. The ordinance was amended on 14 June 1994 to further define and protect heritage trees. Heritage trees are defined as trees of any species having a trunk circumference of 100 inches or greater, or about 32 inches in diameter, measured 4.5 feet above ground level.

The City of Sacramento Arborist conducted an evaluation of the proposed trees and determined that only the Valley oak (*Quercus lobata*) with two trunks totaling 97 inches circumference (Figure 2b), located in the northern portion of the study area are, should be preserved. The Arborist made the determination based on the health, vigor, and structural integrity of the trees. The Arborist determined that the remaining trees may be removed or preserved at the discretion of the applicant with no required mitigation.

Adherence to the mitigation measure described below, will reduce the potential impact to the City heritage tree within the project study area to less than significant.

Mitigation Measures: The following mitigation measures will reduce potential impacts:

- Prior to construction, the contractor will establish a six-foot high chain link fence around the drip line of the heritage oak.
- No grade changes or trenching will occur within the fenced area.
- Landscaping under the drip line should be compatible with native oaks.

F. Cumulative Impacts

Cumulative impacts on biological resources resulting from the conversion of the agricultural land to urban land uses have been identified as significant unavoidable impacts in the Sacramento General Plan Update EIR and the North Natomas Community Plan EIR. The proposed project site was included within the area planned for conversion to urban land use. Cumulative impacts of the proposed project have been evaluated by these plans on a program level and are therefore considered to be less than significant.

G. Conclusions

No significant impacts to biological or wetland resources are anticipated if the mitigation measures described above are implemented and state and federal permit requirements are fulfilled.

IX. LITERATURE CITED AND PERSONAL COMMUNICATIONS

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B. Personal Communications

Jeanne Corcoran, Associate Planner, Planning and Building Department, City of Sacramento, CA
Dan Pskowski, City Arborist, Tree Services Department, City of Sacramento, CA

X. PREPARERS

R. John Little, Ph.D., Botany, Claremont Graduate School, Claremont, CA. Over 20 years experience managing and conducting environmental projects involving impact assessment and preparation of numerous NEPA/CEQA compliance documents, Biological Assessments, and Caltrans Natural Environmental Studies. Experience includes conducting special-status plant and wildlife species surveys, jurisdictional wetland delineations, general biological surveys, permitting and biological report preparation.
Responsibilities: Project Manager and senior technical lead; report preparation.

Jeffery Little, A.A., Sacramento City College, Sacramento, CA. Over eight years of experience with preparation of NES, BA, and NEPA/CEQA compliance documents, impact analysis, consultation, and permitting. Conducts special-status species surveys, jurisdictional delineations, and prepares mitigation and monitoring plans.
Responsibilities: Assisted with report preparation.

Jason Lowe, M.A., Biological Sciences, Humboldt State University, Arcata, CA. Three years of experience with special-status wildlife regulations and management, and over nine seasons of experience with special-status wildlife surveys and fieldwork. Conducts species surveys and prepares biological reports and environmental documents.
Responsibilities: Conducted field survey; report preparation.

David M. Osborne, B.S., Entomology, The Ohio State University, Columbus, OH. Assists with biological surveys, report preparation, and conducts CNDDB/ RareFind searches.

Responsibilities: Conducted field surveys; prepared maps and photos.

Mathew Tozzi, B.S., Biological Sciences, California State University, Sacramento, CA.
Assists with biological surveys, jurisdictional delineations, report preparation, and conducts CNDDB/ RareFind searches.
Responsibilities: Conducted field survey; prepared species table.

Cynthia Little, Principal, Sycamore Environmental.
Responsibilities: Senior editor, quality control.

Appendix A.

California Natural Diversity Data Base (CNDDB)
RareFind Summary Report for Taylor Monument Quad

Parkview (P00-22/ P00-023)
City of Sacramento, CA

Summary of RareFind Occurrences By Quad: Taylor Monument

No.	Scientific Name	Common Name	Survey/ Blooming	Total Unique Occurrences	Fed/State /CNPS*
Birds					
1)	AGELAIUS TRICOLOR	TRICOLORED BLACKBIRD	...	1	--/SC/--
2)	ARDEA ALBA	GREAT EGRET	...	1	--/--/--
3)	ATHENE CUNICULARIA	BURROWING OWL	...	1	--/SC/--
4)	BUTEO SWAINSONI	SWAINSON'S HAWK	...	26	--/T/--
5)	EGRETTA THULA	SNOWY EGRET	...	1	--/--/--
6)	NYCTICORAX NYCTICORAX	BLACK-CROWNED NIGHT HERON	...	1	--/--/--
Reptiles					
7)	THAMNOPHIS GIGAS	GIANT GARTER SNAKE	...	36	T/T/--
Fish					
8)	POGONICHTHYS MACROLEPIDOTUS	SACRAMENTO SPLITTAIL	...	1	T/SC/--
Invertebrates - Insects					
9)	DESMOCERUS CALIFORNICUS DIMORPHUS	VALLEY ELDERBERRY LONGHORN BEETLE	...	1	T/--/--

*Fed/State: E=Endangered, T=Threatened, P=Proposed, SC=Species of Concern, -- = None

CNPS:1B=Plants rare, threatened, or endangered in California and elsewhere

CNPS:2=Plants rare, threatened, or endangered in California, but more common elsewhere

Source: CNDDB/RareFind; CNPS Electronic Inventory

Occurrences for 69

Unique Species/ Communities 9

Appendix B.

U.S. Fish and Wildlife Service Letter Dated 17 September 2001

Parkview (P00-22/ P00-023)
City of Sacramento, CA

United States Department of the Interior

FISH AND WILDLIFE SERVICE

Sacramento Fish and Wildlife Office
2800 Cottage Way, Room W2605
Sacramento, California 95825-1846

IN REPLY REFER TO:
1-1-01-SP-3196

September 17, 2001

R. John Little, Ph.D.
President
Sycamore Environmental Consultants, Inc.
6355 Riverside Boulevard, Suite C
Sacramento, California 95831

Subject: Species List for Parkview Development Project (P00-022/023), Sacramento County, California.

Dear Dr. Little:

We are sending the enclosed list in response to your September 7, 2001, request for information about endangered and threatened species (Enclosure A). The list covers the following U.S. Geological Survey 7½ minute quad of Taylor Monument.

Please read *Important Information About Your Species List* (enclosed). It explains how we made the list and describes your responsibilities under the Endangered Species Act. Please contact Harry Mossman, Biological Technician, at (916) 414-6674, if you have any questions about the attached list or your responsibilities under the Endangered Species Act. For the fastest response to species list requests, address them to the attention of Mr. Mossman at this address. You may fax requests to him at 414-6712 or 6713.

Sincerely,

for Jan C. Knight
Chief, Endangered Species Division

Enclosures

ENCLOSURE A

Endangered and Threatened Species that May Occur in
or be Affected by Projects in the Selected Quads Listed Below
01-SP-3196 Parkview Development Project (P00-022/023)
September 12, 2001

QUAD : 513A TAYLOR MONUMENT

Listed Species

Birds

bald eagle, *Haliaeetus leucocephalus* (T)

Reptiles

giant garter snake, *Thamnophis gigas* (T)

Amphibians

California red-legged frog, *Rana aurora draytonii* (T)

Fish

delta smelt, *Hypomesus transpacificus* (T)

Central Valley steelhead, *Oncorhynchus mykiss* (T)

Critical habitat, winter-run chinook salmon, *Oncorhynchus tshawytscha* (E)

winter-run chinook salmon, *Oncorhynchus tshawytscha* (E)

Central Valley spring-run chinook salmon, *Oncorhynchus tshawytscha* (T)

Critical Habitat, Central Valley spring-run chinook, *Oncorhynchus tshawytscha* (T)

Sacramento splittail, *Pogonichthys macrolepidotus* (T)

Invertebrates

vernal pool fairy shrimp, *Branchinecta lynchi* (T)

valley elderberry longhorn beetle, *Desmocerus californicus dimorphus* (T)

vernal pool tadpole shrimp, *Lepidurus packardi* (E)

Proposed Species

Birds

mountain plover, *Charadrius montanus* (PT)

Candidate Species

Birds

Western yellow-billed cuckoo, *Coccyzus americanus occidentalis* (C)

Amphibians

California tiger salamander, *Ambystoma californiense* (C)

Fish

Central Valley fall/late fall-run chinook salmon, *Oncorhynchus tshawytscha* (C)

Critical habitat, Central Valley fall/late fall-run chinook, *Oncorhynchus tshawytscha* (C)

Species of Concern

Mammals

Pacific western big-eared bat, *Corynorhinus (=Plecotus) townsendii townsendii* (SC)

small-footed myotis bat, *Myotis ciliolabrum* (SC)

long-eared myotis bat, *Myotis evotis* (SC)

fringed myotis bat, *Myotis thysanodes* (SC)

long-legged myotis bat, *Myotis volans* (SC)

Yuma myotis bat, *Myotis yumanensis* (SC)

San Joaquin pocket mouse, *Perognathus inornatus* (SC)

Birds

tricolored blackbird, *Agelaius tricolor* (SC)

western burrowing owl, *Athene cunicularia hypugaea* (SC)

Aleutian Canada goose, *Branta canadensis leucopareia* (D)

Swainson's hawk, *Buteo Swainsoni* (CA)

ferruginous hawk, *Buteo regalis* (SC)

white-tailed (=black shouldered) kite, *Elanus leucurus* (SC)

little willow flycatcher, *Empidonax traillii brewsteri* (CA)

American peregrine falcon, *Falco peregrinus anatum* (D)

greater sandhill crane, *Grus canadensis tabida* (CA)

Lewis' woodpecker, *Melanerpes lewis* (SC)

white-faced ibis, *Plegadis chihi* (SC)

bank swallow, *Riparia riparia* (CA)

rufous hummingbird, *Selasphorus rufus* (SC)

Reptiles

northwestern pond turtle, *Clemmys marmorata marmorata* (SC)

Amphibians

western spadefoot toad, *Scaphiopus hammondii* (SC)

Fish

green sturgeon, *Acipenser medirostris* (SC)

river lamprey, *Lampetra ayresi* (SC)

Pacific lamprey, *Lampetra tridentata* (SC)

longfin smelt, *Spirinchus thaleichthys* (SC)

Invertebrates

Antioch Dunes anthicid beetle, *Anthicus antiochensis* (SC)

Sacramento anthicid beetle, *Anthicus sacramento* (SC)

Midvalley fairy shrimp, *Branchinecta mesovallensis* (SC)

California linderiella fairy shrimp, *Linderiella occidentalis* (SC)

KEY:

(E)	*Endangered*	Listed (in the Federal Register) as being in danger of extinction.
(T)	*Threatened*	Listed as likely to become endangered within the foreseeable future.
(P)	*Proposed*	Officially proposed (in the Federal Register) for listing as endangered or threatened.
(PX)	*Proposed Critical Habitat*	Proposed as an area essential to the conservation of the species.
(C)	*Candidate*	Candidate to become a *proposed* species.
(SC)	*Species of Concern*	May be endangered or threatened. Not enough biological information has been gathered to support listing at this time.
(MB)	*Migratory Bird*	Migratory bird
(D)	*Delisted*	Delisted. Status to be monitored for 5 years.
(CA)	*State-Listed*	Listed as threatened or endangered by the State of California.
(*)	*Extirpated*	Possibly extirpated from this quad.
(**)	*Extinct*	Possibly extinct.
	Critical Habitat	Area essential to the conservation of a species.

Endangered and Threatened Species that May Occur in or be Affected by
PROJECTS IN SACRAMENTO COUNTY
Reference File No. 01-SP-3196 Parkview Development Project
(P00-022/023)
September 12, 2001

Listed Species

Mammals

riparian (San Joaquin Valley) woodrat, *Neotoma fuscipes riparia* (E) *

Birds

bald eagle, *Haliaeetus leucocephalus* (T)

Reptiles

giant garter snake, *Thamnophis gigas* (T)

Amphibians

California red-legged frog, *Rana aurora draytonii* (T)

Fish

Critical habitat, winter-run chinook salmon, *Oncorhynchus tshawytscha* (E)

winter-run chinook salmon, *Oncorhynchus tshawytscha* (E)

Critical habitat, delta smelt, *Hypomesus transpacificus* (T)

delta smelt, *Hypomesus transpacificus* (T)

Central Valley steelhead, *Oncorhynchus mykiss* (T)

Critical habitat, Central Valley steelhead, *Oncorhynchus mykiss* (T)

Central Valley spring-run chinook salmon, *Oncorhynchus tshawytscha* (T)

Critical Habitat, Central Valley spring-run chinook, *Oncorhynchus tshawytscha* (T)

Sacramento splittail, *Pogonichthys macrolepidotus* (T)

Invertebrates

Conservancy fairy shrimp, *Branchinecta conservatio* (E)

vernal pool tadpole shrimp, *Lepidurus packardi* (E)

vernal pool fairy shrimp, *Branchinecta lynchi* (T)

Critical habitat, valley elderberry longhorn beetle, *Desmocerus californicus dimorphus* (T)

valley elderberry longhorn beetle, *Desmocerus californicus dimorphus* (T)

delta green ground beetle, *Elaphrus viridis* (T)

Plants

Antioch Dunes evening-primrose, *Oenothera deltoides ssp. howellii* (E)

Sacramento Orcutt grass, *Orcuttia viscida* (E)

slender Orcutt grass, *Orcuttia tenuis* (T)

Candidate Species

Birds

Western yellow-billed cuckoo, *Coccyzus americanus occidentalis* (C)

Amphibians

California tiger salamander, *Ambystoma californiense* (C)

Fish

Central Valley fall/late fall-run chinook salmon, *Oncorhynchus tshawytscha* (C)

Critical habitat, Central Valley fall/late fall-run chinook, *Oncorhynchus tshawytscha* (C)

Species of Concern

Mammals

pale Townsend's big-eared bat, *Corynorhinus (=Plecotus) townsendii pallescens* (SC)

Pacific western big-eared bat, *Corynorhinus (=Plecotus) townsendii townsendii* (SC)

greater western mastiff-bat, *Eumops perotis californicus* (SC)

small-footed myotis bat, *Myotis ciliolabrum* (SC)

long-eared myotis bat, *Myotis evotis* (SC)

fringed myotis bat, *Myotis thysanodes* (SC)

long-legged myotis bat, *Myotis volans* (SC)

Yuma myotis bat, *Myotis yumanensis* (SC)

San Francisco dusky-footed woodrat, *Neotoma fuscipes annectens* (SC)

San Joaquin pocket mouse, *Perognathus inornatus* (SC)

Birds

Swainson's hawk, *Buteo Swainsoni* (CA)

little willow flycatcher, *Empidonax traillii brewsteri* (CA)

greater sandhill crane, *Grus canadensis tabida* (CA)

black rail, *Laterallus jamaicensis coturniculus* (CA)

bank swallow, *Riparia riparia* (CA)

Aleutian Canada goose, *Branta canadensis leucopareia* (D)

American peregrine falcon, *Falco peregrinus anatum* (D)

Snowy Egret, *Egretta thula* (MB)

tricolored blackbird, *Agelaius tricolor* (SC)

grasshopper sparrow, *Ammodramus savannarum* (SC)

short-eared owl, *Asio flammeus* (SC)

western burrowing owl, *Athene cunicularia hypugaea* (SC)

American bittern, *Botaurus lentiginosus* (SC)

ferruginous hawk, *Buteo regalis* (SC)

black tern, *Chlidonias niger* (SC)

lark sparrow, *Chondestes grammacus* (SC)
hermit warbler, *Dendroica occidentalis* (SC)
white-tailed (=black shouldered) kite, *Elanus leucurus* (SC)
Pacific-slope flycatcher, *Empidonax difficilis* (SC)
loggerhead shrike, *Lanius ludovicianus* (SC)
Lewis' woodpecker, *Melanerpes lewis* (SC)
long-billed curlew, *Numenius americanus* (SC)
white-faced ibis, *Plegadis chihi* (SC)
rufous hummingbird, *Selasphorus rufus* (SC)
red-breasted sapsucker, *Sphyrapicus ruber* (SC)
Brewer's sparrow, *Spizella breweri* (SC)

Reptiles

silvery legless lizard, *Anniella pulchra pulchra* (SC)
northwestern pond turtle, *Clemmys marmorata marmorata* (SC)
southwestern pond turtle, *Clemmys marmorata pallida* (SC)
California horned lizard, *Phrynosoma coronatum frontale* (SC)

Amphibians

foothill yellow-legged frog, *Rana boylii* (SC)
western spadefoot toad, *Scaphiopus hammondii* (SC)

Fish

green sturgeon, *Acipenser medirostris* (SC)
river lamprey, *Lampetra ayresi* (SC)
Kern brook lamprey, *Lampetra hubbsi* (SC)
Pacific lamprey, *Lampetra tridentata* (SC)
longfin smelt, *Spirinchus thaleichthys* (SC)

Invertebrates

Antioch Dunes anthicid beetle, *Anthicus antiochensis* (SC)
Sacramento anthicid beetle, *Anthicus sacramento* (SC)
Midvalley fairy shrimp, *Branchinecta mesovallensis* (SC)
San Joaquin dune beetle, *Coelus gracilis* (SC)
curved-foot hygrotus diving beetle, *Hygrotus curvipes* (SC)
California linderiella fairy shrimp, *Linderiella occidentalis* (SC)

Plants

Boggs Lake hedge-hyssop, *Gratiola heterosepala* (CA)
Suisun Marsh aster, *Aster lentus* (SC)
valley spearscale, *Atriplex joaquiniana* (SC)
Tuolumne coyote-thistle, *Eryngium pinnatisectum* (SC)

Ahart's rush, *Juncus leiospermus var. ahartii* (SC)
delta tule-pea, *Lathyrus jepsonii var. jepsonii* (SC)
legenere, *Legenere limosa* (SC)
Mason's lilaeopsis, *Lilaeopsis masonii* (SC)
pincushion navarretia, *Naverretia myersii spp. myersii* (SC)
valley sagittaria, *Sagittaria sanfordii* (SC)
Northern California black walnut, *Juglans californica var. hindsii* (SC) *

KEY:

(E)	*Endangered*	Listed (in the Federal Register) as being in danger of extinction.
(T)	*Threatened*	Listed as likely to become endangered within the foreseeable future.
(P)	*Proposed*	Officially proposed (in the Federal Register) for listing as endangered or threatened.
(PX)	*Proposed Critical Habitat*	Proposed as an area essential to the conservation of the species.
(C)	*Candidate*	Candidate to become a *proposed* species.
(SC)	*Species of Concern*	Other species of concern to the Service.
(D)	*Delisted*	Delisted. Status to be monitored for 5 years.
(CA)	*State-Listed*	Listed as threatened or endangered by the State of California.
*	*Extirpated*	Possibly extirpated from the area.
**	*Extinct*	Possibly extinct
	Critical Habitat	Area essential to the conservation of a species.

Appendix C.

. U.S. Army Corps of Engineers Letter Dated 6 March 2000

Parkview (P00-22/ P00-023)
City of Sacramento, CA

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DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, SACRAMENTO
CORPS OF ENGINEERS
1325 J STREET
SACRAMENTO, CALIFORNIA 95814-2922

REPLY TO
ATTENTION OF

March 6, 2000

Regulatory Branch (199900679)

Tom Skordal
Gibson & Skordal
2277 Fair Oaks Blvd., Suite 395
Sacramento, California 95825-5500

Dear Mr. Skordal:

This letter concerns the delineation of waters of the United States, including wetlands, you have submitted on behalf of Alleghany Properties Inc., for the Natomas Crossing Area 4. This property is located in Section 15, Township 9 North, Range 4 East, in Sacramento County, California.

We have reviewed and verified the **November 1999, Jurisdictional Delineation, Natomas Crossing Area 4** document indicating no waters of the United States, including wetlands, are present within the surveyed area. Therefore, no permit under Section 404 of the Clean Water Act will be required.

This verification is valid for five years from the date of this letter unless new information warrants revision of the determination before the expiration date. Please refer to identification number 199900679 in any correspondence concerning this project. If you have any questions, write to Mr. Justin Cutler, Room 1480 at the letterhead address, or telephone (916)557-5258.

Sincerely,

Michael Finan
Chief, Delta Office

Copies Furnished:

Dave Bugatto, Alleghany Properties Inc., 2150 River Plaza Drive, Suite 155, Sacramento, California 95833-3882

Appendix D.

Plant and Wildlife Species Observed

Parkview (P00-22/ P00-023)
City of Sacramento, CA

Plant Species Observed.

FAMILY	SCIENTIFIC NAME	COMMON NAME	*
DICOTS			
Anacardiaceae	*Toxicodendron diversilobum*	Western poison oak	N
Apiaceae	*Foeniculum vulgare*	Fennel	I
Apocynaceae	*Vinca major*	Greater periwinkle	I
Asteraceae	*Centaurea solstitialis*	Yellow star-thistle	I
	Lactuca serriola	Prickly lettuce	I
	Picris echioides	Bristly ox-tongue	I
	Silybum marianum	Milk thistle	I
	Solidago sp.		--
	Xanthium strumarium	Cocklebur	N
Brassicaceae	*Brassica nigra*	Black mustard	I
	Raphanus sativus	Radish	I
Caprifoliaceae	*Sambucus mexicana*	Blue elderberry	N
Convolvulaceae	*Convolvulus arvensis*	Field bindweed	I
Fagaceae	*Quercus lobata*	Valley oak	N
Juglandaceae	*Juglans californica* var. *hindsii*	N. California black walnut	N
	Juglans regia	English walnut	I
Malvaceae	*Malva* sp.	Mallow	I
Moraceae	*Ficus carica*	Edible fig	I
	Morus alba	White mulberry	I
Oleaceae	*Olea europaea*	Olive	I
Platanaceae	*Platanus* x *acerifolia*	London plane tree	I
Polygonaceae	*Polygonum* sp.	Knotweed	I
	Rumex crispus	Curly dock	I
Pittosporaceae	*Pittosporum* sp.		I
Rosaceae	*Pyracantha angustifolia*	Firethorn	I
Salicaceae	*Populus alba*	White poplar	I
	Populus fremontii ssp. *fremontii*	Fremont cottonwood	N
Simaroubaceae	*Ailanthus altissima*	Tree-of-heaven	I
Tamaricaceae	*Tamarix* sp.	Tamarisk	I
Verbenaceae	*Phyla nodiflora*		N
Vitaceae	*Vitis* sp.	Grape	N
MONOCOTS			
Poaceae	*Avena* sp.	Wild oat	I
	Bromus diandrus	Ripgut grass	I
	Cynodon dactylon	Bermuda grass	I
	Distichlis spicata	Saltgrass	N
	Lolium perenne	Perennial ryegrass	I
	Phalaris sp.		--
	Sorghum halepense	Johnsongrass	I

* N = Native to CA; I = Introduced

Wildlife Species Observed.

COMMON NAME	SCIENTIFIC NAME
BIRDS	
American crow	*Corvus brachyrhynchos*
American kestrel	*Falco sparverius*
Brewer's blackbird	*Euphagus cyanocephalus*
California gull	*Larus californicus*
Great blue heron	*Ardea herodias*
Great egret	*Casmerodius albus*
Mourning dove	*Zenaida macroura*
Northern harrier	*Circus cyaneus*
Northern mockingbird	*Mimus polyglottos*
Pied-billed grebe	*Podilymbus podiceps*
Ring-necked pheasant	*Phasianus colchicus*
Rock dove	*Columba livia*
Turkey vulture	*Cathartes aura*
Western meadowlark	*Sturnella neglecta*
Western scrub-jay	*Aphelocoma californica*
MAMMALS	
California ground squirrel	*Spermophilus beecheyi*
Black-tailed hare	*Lepus californicus*

Appendix E.

Photographs of the Project Study Area

Parkview (P00-22/ P00-023)
City of Sacramento, CA

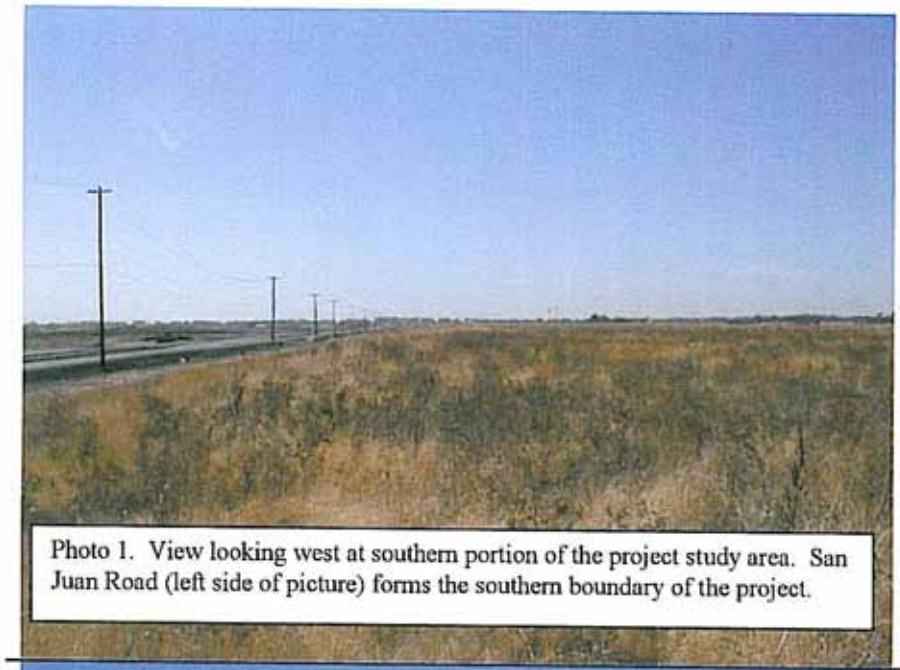


Photo 1. View looking west at southern portion of the project study area. San Juan Road (left side of picture) forms the southern boundary of the project.

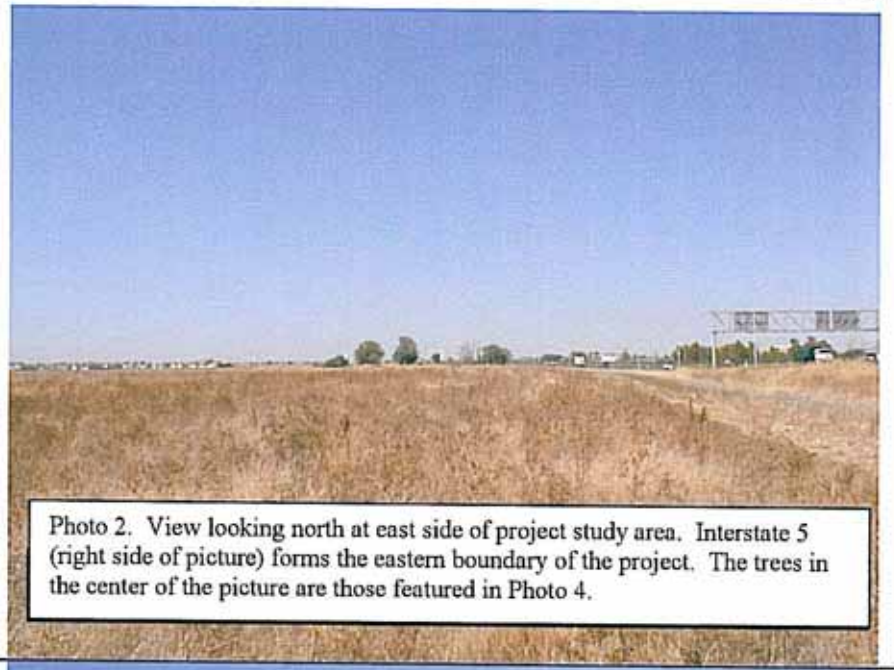


Photo 2. View looking north at east side of project study area. Interstate 5 (right side of picture) forms the eastern boundary of the project. The trees in the center of the picture are those featured in Photo 4.

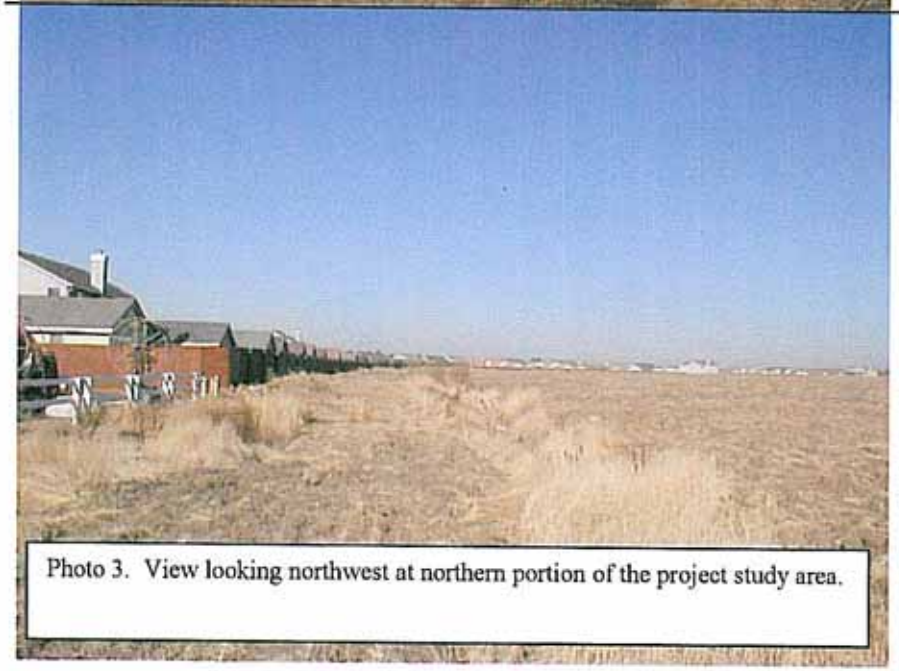


Photo 3. View looking northwest at northern portion of the project study area.

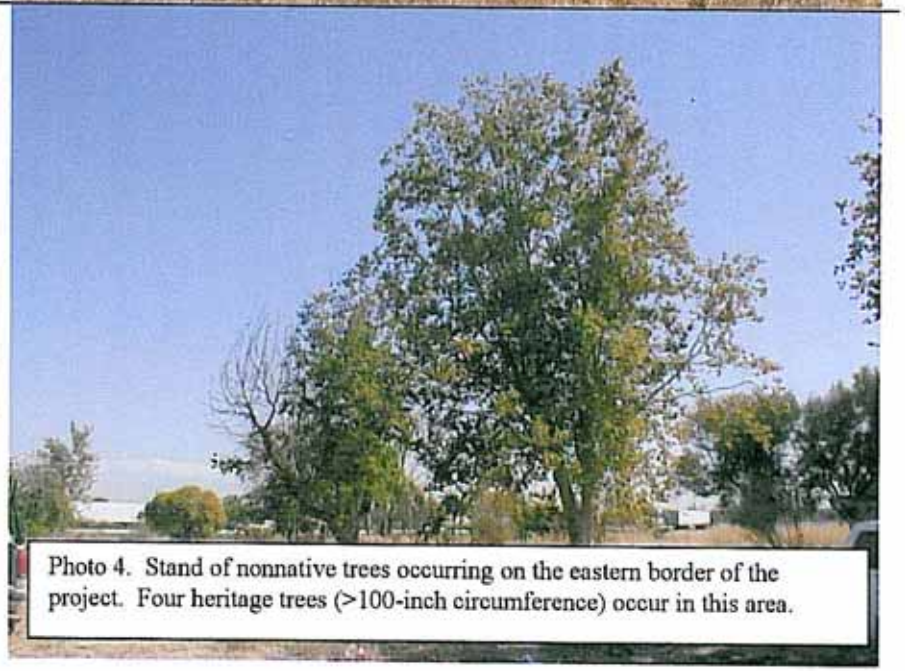


Photo 4. Stand of nonnative trees occurring on the eastern border of the project. Four heritage trees (>100-inch circumference) occur in this area.

APPENDIX C.

Earthwork Recommendations

Parkview (P00-022/ P00-023)
City of Sacramento, CA

Excerpted from "Soil Investigation Parkview Subdivision, Duckhorn Boulevard and San Juan Road, Sacramento, CA." Raney Geotechnical, September 2000a.

For a better understanding of subsurface conditions, reference should be made to Plates 2 through 19, *Log of Boring*.

RECOMMENDATIONS

EARTHWORK

General site clearance should include the removal of surface vegetation by stripping or close cutting. Minor amounts of vegetation may be incorporated into the surface soils by thorough and repeated discing upon review and approval of our representative. Any fences, unwanted trees, stumps, root systems, slabs, power poles, soil stockpiles, ditch berms, loose fills, rubbish, rubble and any other existing construction or debris should be removed. All underground pipes exceeding two inches in diameter should be removed. Any other utilities within two feet of original or final grade (whichever is lower) should be removed. Ditches and low areas should be drained of water and cleaned out of all organic, loose and saturated materials. Excavations resulting from the removal of the above items, as well as any other disturbed or undesirable materials designated by our representative should be cleaned out to firm, undisturbed soil and sloped back to a dish-shaped configuration allowing through passage of earthwork equipment.

Following clearance and removal of all unsuitable materials, the subgrades should be observed by a representative of this firm to verify that all unsuitable materials have been removed. Excavations extending below the planned subgrade level should be backfilled with engineered fill placed and compacted in accordance with the following recommendations.

Areas designated to receive engineered fill as well as building pad areas which are left at existing grade should be scarified to a depth of eight inches, brought to a uniform moisture condition and compacted as required below. Engineered fill should be placed in lifts not exceeding six inches in compacted thickness, brought to a uniform moisture condition and compacted in accordance with the following requirements. Subgrades and fill materials composed of clays should be brought to a moisture content of at least three percent over the optimum state, and compacted to at least 85 percent of the maximum dry density as determined by the ASTM D1557-91 test procedure. Sand and silt subgrades and fill materials should be brought to a moisture content of at least optimum, and compacted to at least 90 percent in accordance with the above standard. On-site soils, excluding vegetable matter, rubble, rubbish and any other undesirable substances, are suitable for use in engineered fill construction. Imported fill, if required, should have a plasticity index of less than 12 and should be approved by this firm prior to importation to the site.

The upper six inches of all final clay building pad areas should be brought to a uniform moisture content at least three percent above optimum and compacted to at least 85 percent of the maximum dry density, as defined above, regardless of whether final grade is achieved by filling, excavation, or is left at existing grade. The upper six inches of all final sand and silt building pad areas should be brought to a uniform moisture content at least optimum and compacted to at least 90 percent of the maximum dry density, as defined above, regardless of whether final grade is achieved by filling, excavation, or is left at existing grade.

Permanent excavation and embankment slopes should not exceed an inclination of one vertical on two horizontal.

A representative of this firm should be present during grading operations to determine which compaction standards are appropriate for the soil types in each area, and to test and observe earthwork construction.

TRENCH EXCAVATION

Our work indicates that on most of the project, at least the upper nine feet of site soils are generally cohesive materials that will stand vertically in temporary trench excavations. An exception is the central and westerly areas of the northerly portion of the subdivision, where cohesive soils were found only to depths of four to five feet below the existing ground surface. Comparatively cohesionless clean or silty sands, as well as any saturated silts and clays are likely to experience sloughing and caving if left unsupported. Noncohesive soils should be expected below depths of four or five feet on the central and westerly areas of the northerly parcel, and at least occasionally at depths of more than nine feet below the original ground surface on the remainder of the development. The depth to groundwater and saturated soils is discussed above.

Trenches should be shored in accordance with Cal OHSA Construction Safety Orders Sections 1504, 1539-1547.

DEWATERING

Based upon groundwater levels measured during our explorations it would appear that some dewatering will be necessary during installation of deep utilities on some portions of the project. We suggest that the dewatering effort be undertaken well prior to construction. The actual dewatering scheme should be developed by the contractor.

GRADING FACTORS

The low densities of the near-surface soils over most of the development will result in moderate subsidence of the native subgrades under the recommended compaction procedures as well as shrinkage of soils placed as engineered fill. Theoretical calculations based on comparisons of the in-place density of the existing soils and expected final densities after compaction as well as experience on nearby projects would indicate that subgrades could subside an average on the order of three inches. Excavated soils may shrink 15 to 20 percent when compacted as engineered fill.

FOUNDATIONS

Both conventional shallow spread foundations and post-tensioned slab foundations are considered acceptable for support of the planned construction. The expansive soils present on the majority of the project can cause some distortion of conventional foundations and floor slabs. Post-tensioned slabs, designed for the expansive soil movements, would be expected to perform better than conventional foundations and slabs. The decision as to the foundation type may be made on the basis of economics and the desired level of performance. Specific design recommendations for each are presented below.

Conventional Foundations

Spread foundations for one- and two-story houses, as well as sound walls and other appurtenant construction should extend to a minimum depth of 18 inches below the soil building pad or lowest surrounding soil subgrade level. All foundations should have a minimum width of 12 inches. These minimum dimensions are expected to control sizing of foundations for standard wood frame structures. Foundations for specially designed homes may be sized for maximum allowable bearing pressures of 1500 pounds per square foot (psf) for dead load, 2300 psf for dead plus live load, or 3000 psf for total load, including the effects of wind and seismic forces. The weight of foundation concrete may be disregarded in sizing computations.

Due to potential soil expansion forces, reinforcement in continuous foundations should consist of four No. 4 reinforcing bars - two each, top and bottom, as a minimum.

Resistance to lateral forces may be computed using either friction or passive pressure, but not both, except as recommended below. A coefficient of friction of 0.25 acting between the bases of the footings and the supporting subgrades may be utilized for design. Passive resistance for properly compacted engineered fill or native soils acting against appropriate faces of spread foundations may be considered equivalent to a fluid weighing 300 pounds per cubic foot. A combination of both friction and passive pressure may be utilized provided that the larger mode of resistance is reduced by 50 percent. The recommended friction and passive pressure values have been modified by appropriate factors of safety and may be applied directly in design.

Foundation excavations should be clean and free of all loose and/or soft materials, and the bearing materials should be in a firm, moist condition when foundation concrete is placed.

Conventional Slabs-on-Grade

Living area floor slabs should be underlain by a minimum 4-inch-thick blanket of free draining granular material to serve as a capillary moisture break. The gravel should be graded such that 100 percent passes a one-inch sieve and none passes a No. 4 sieve. To provide further moisture protection, the gravel should be overlain by a 10-mil plastic membrane and one- to two-inches of clean sand.

Conventional floor slabs should be reinforced with at least No. 3 bars placed on 18-inch centers in each direction. The reinforcement should be chaired at or above the middepth of the slab.

Slab subgrades should be in a saturated condition to a depth of 12 inches when slab concrete is placed. The moisture content of floor slab subgrades should be field checked by our representative no more than 24 hours prior to placement of slab concrete.

Because of the relatively recent change from petroleum to water-based floor adhesives, impervious floor coverings have become extremely sensitive to slab moisture. Under some conditions, the small amount of moisture vapor which bypasses the vapor membrane, or even the excess water remaining in the slab from when the concrete was originally placed, can be sufficient to cause debonding and

discoloration. The membrane must be installed without significant damage. The membrane should be cut tight to penetrations and should overlap at least two feet at seams; seams and any other tears or punctures should be sealed with 10-mil polyethylene tape. Vehicle traffic should not be allowed on the membrane; foot traffic should be minimized. If impervious floor coverings are planned or there are concerns about moisture vapor, consideration should be given to use of a quality commercial concrete sealant.

Post-Tensioned Slabs

A post-tensioned slab and foundation system may be designed in accordance with the Post-Tensioning Institute methodology and as iterated in the 1997 Uniform Building Code. The following site and soil properties should be used:

Thornthwaite Index	0
Edge Moisture Variation:	
Edge Lift Condition	4.0 ft
Center Lift Condition	5.0 ft
Soil Type	Interstratified
Constant Suction	3.5 pf
Depth to Constant Suction	6.0 feet
Moisture Velocity	0.6 in/month
Maximum Differential Movements:	
Center Lift	1.73 in
Edge Lift	0.68 in

Allowable soil bearing pressures of 1200 psf for dead load, 1800 for dead plus live load, and 2400 psf for total load may be used at the base of the slab and stiffening beams. We recommend thin post-tensioned slabs include a thickened edge or stiffening beam about the perimeter that extends to at least 12 inches below the lowest adjacent final grade. Post tensioned slabs ten inches or more in thickness need only to have perimeter edges thickened sufficiently to extend below any gravel/sand underlayment, and bear on compacted soils.

The post-tensioned slabs should be underlain by a gravel blanket and a plastic membrane as recommended above for slabs-on-grade, except that the gravel blanket may be eliminated for post tensioned slabs ten inches or more in thickness.

FLATWORK

The expansive soils can cause cracking and vertical separations in exterior slabs. To reduce cracking we suggest driveways, patios and other flatwork contain reinforcement as recommended above for floor

slabs. Any flatwork subgrades should be watered thoroughly prior to concrete placement to close soil shrinkage cracks. Flatwork should have frequent control joints.

Additional measures to reduce soil expansion are considered warranted at critical areas where slab movement could impair use; such critical areas include decks surrounding swimming pools, as well as any exterior patio slabs that meet the interior floor level at doorways. For such areas we recommend that the upper portions of expansive clays be overexcavated and replaced with nonexpansive materials. Beneath pool decks we recommend overexcavation to a depth of at least 18 inches relative to the soil subgrade level. Beneath other flatwork we recommend overexcavation to a depth of at least 12 inches. Suitable nonexpansive materials include sands and gravels with a plasticity index of less than 10.

PAVEMENT DESIGN

Our test borings well as reconnaissance of site surface soils indicate that within most proposed street areas the surface soils consist of moderate to high plasticity clays extending to depths in excess of five feet. Resistance (R) value tests have been performed on six representative soil samples taken from throughout the development to characterize pavement subgrade properties. The tests, when adjusted for expansion pressures, resulted in Resistance values ranging from less than five to eight. The results of the tests are presented on Plates 28 through 33, *Resistance Value Data*.

A minimum Resistance value of 5 has been used in the Caltrans Design Method for Flexible Pavements to calculate alternative pavement sections for the planned residential streets. The calculations use a traffic index as an indication of the traffic loads, frequency and design life. The City of Sacramento typically requires traffic indices of 4.0, 5.0 and 6.0 for residential streets. Pavement section alternatives for these traffic indices are presented in Table 1. We can provide pavement sections for additional traffic indices upon request.

TABLE 1
PAVEMENT SECTION ALTERNATIVES

DESIGN TRAFFIC INDEX	TYPE B ASPHALT CONCRETE (inches)	CLASS 2 AGGREGATE BASE (inches)
4.0	2.5 3	8 7
5.0	3	10
6.0	3 3.5	14 13

A safety factor increase in the asphalt concrete thickness has been included in the above pavement sections as recommended in the Caltrans design procedure.

Street subgrades should be prepared in accordance with City of Sacramento requirements. Materials and construction within the structural pavement sections should conform to the applicable provisions of the Caltrans Standard Specifications, dated July 1999.

LIMITATIONS

This report necessarily assumes uniform variation of soils between the borings. Our recommendations are based upon this assumed uniformity, and the information provided regarding the proposed construction. If unusual conditions are encountered during construction, the owner or his representative should notify this firm immediately so that alternate written recommendations can be made.

This report is applicable only to the proposed construction, as described herein, and should not be utilized for design or construction on any other site.

o0o

The following Plates and Specifications are attached and complete this report.

Plate 1 - Plot Plan
Plates 2 through 23 - Log of Boring, Borings 1 through 22
Plate 24 - Unified Soil Classification System
Plate 25 - Atterberg Limit Data
Plate 26 - Expansion Index Data
Plate 27 - Direct Shear Data
Plates 28 through 33 - Resistance Value Data
Plates 34 and 35 - Compaction Test Data
Earthwork Specifications

Sincerely,

RANEY GEOTECHNICAL, INC.

William C. Boli
Geotechnical Engineer No. 2004

(1) addressee
(4) Project Management Associates

Attachment 2

Transportation Analysis; Duckhorn Natomas Project

Draft Transportation Analysis
Duckhorn Apartments
Prepared for
City of Sacramento

April 20, 2018

DKS

8950 Cal Center Drive, Suite 340
Sacramento, California 95628
(916) 368-2000

TABLE OF CONTENTS

INTRODUCTION

This transportation analysis addresses transportation and circulation conditions associated with the proposed Duckhorn Apartments project. The analysis focuses on the project's relationship to the City street system, including nearby intersections, the proposed access points, and on-site circulation. The analysis includes consideration of motorized vehicle traffic impacts on roadway capacity, vehicle-miles travelled (VMT), construction impacts, and potential impacts to transit service, bicyclists, and pedestrians. Quantitative transportation analyses have been conducted for the following scenarios:

- Existing (2018)
- Existing Plus Project

PROJECT DESCRIPTION

As illustrated in Figure 1, the project is located on a 14.7-acre (approximate) site on the east side of Duckhorn Drive in the North Natomas area of the City of Sacramento. It is bordered to the east by the I-5 Freeway, to the west by Duckhorn Drive and residential subdivisions, and to the north and south by vacant land. The project proposes 368 apartments, as shown in Figure 2.

Access to the project is via the main entrance opposite Great Egret Way, and via a secondary entrance approximately midway between Great Egret Way and Far Niente Way. This analysis assumes that both entrances will be used by residents. Visitors / deliveries will be served by the main entrance only.

ENVIRONMENTAL SETTING

The roadway, transit, bicycle, and pedestrian transportation systems within the study area are described below. Figure 1 illustrates the roadway system near the project site.

ROADWAY SYSTEM

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

- Interstate 5 (I-5) is a multi-lane freeway that serves as the commute corridor between Downtown Sacramento and North Natomas. Just north of the Del Paso Road interchange, I-5 curves towards the west and continues to the Sacramento International Airport, Yolo County, and beyond. Site access to I-5 is provided by the Arena Boulevard interchange.

- Duckhorn Drive is a north-south two-lane minor collector which parallels the west side of I-5. It extends from El Centro Road to San Juan Road. In the site vicinity, it has one travel lane in each direction, a center two-way-left-turn-lane (TWLTL), and bike lanes and sidewalks on both sides. Duckhorn Drive has a posted speed limit of 35 miles per hour.

Source: Google Maps.

Figure 1
Project Location

SITE PLAN

Figure 2
Site Plan

- Far Niente Way is a local street that serves a residential neighborhood. It extends west from Duckhorn Drive for about 0.24 miles, before continuing to the south. Far Niente Way has one travel lane in each direction, and bike lanes and sidewalks on both sides.

- Great Egret Way is a local street that serves a residential neighborhood. It extends west and northwest from Duckhorn Drive for about 0.22 miles to an intersection with Far Niente Way. Great Egret Way has one travel lane in each direction, and on-street parking and sidewalks on both sides.

EXISTING PEDESTRIAN SYSTEM

The pedestrian system in the site vicinity consists of sidewalks on both sides of all major streets, and marked crosswalks at the Duckhorn Drive intersections with Far Niente Way and Great Egret Way.

EXISTING BICYCLE SYSTEM

Figure 3 illustrates the existing bicycle system in the site vicinity. On-street bikeways currently exist on many study area roadways, including Arena Boulevard, Duckhorn Drive, and San Juan Road.

PLANNED PEDESTRIAN / BICYCLE SYSTEM

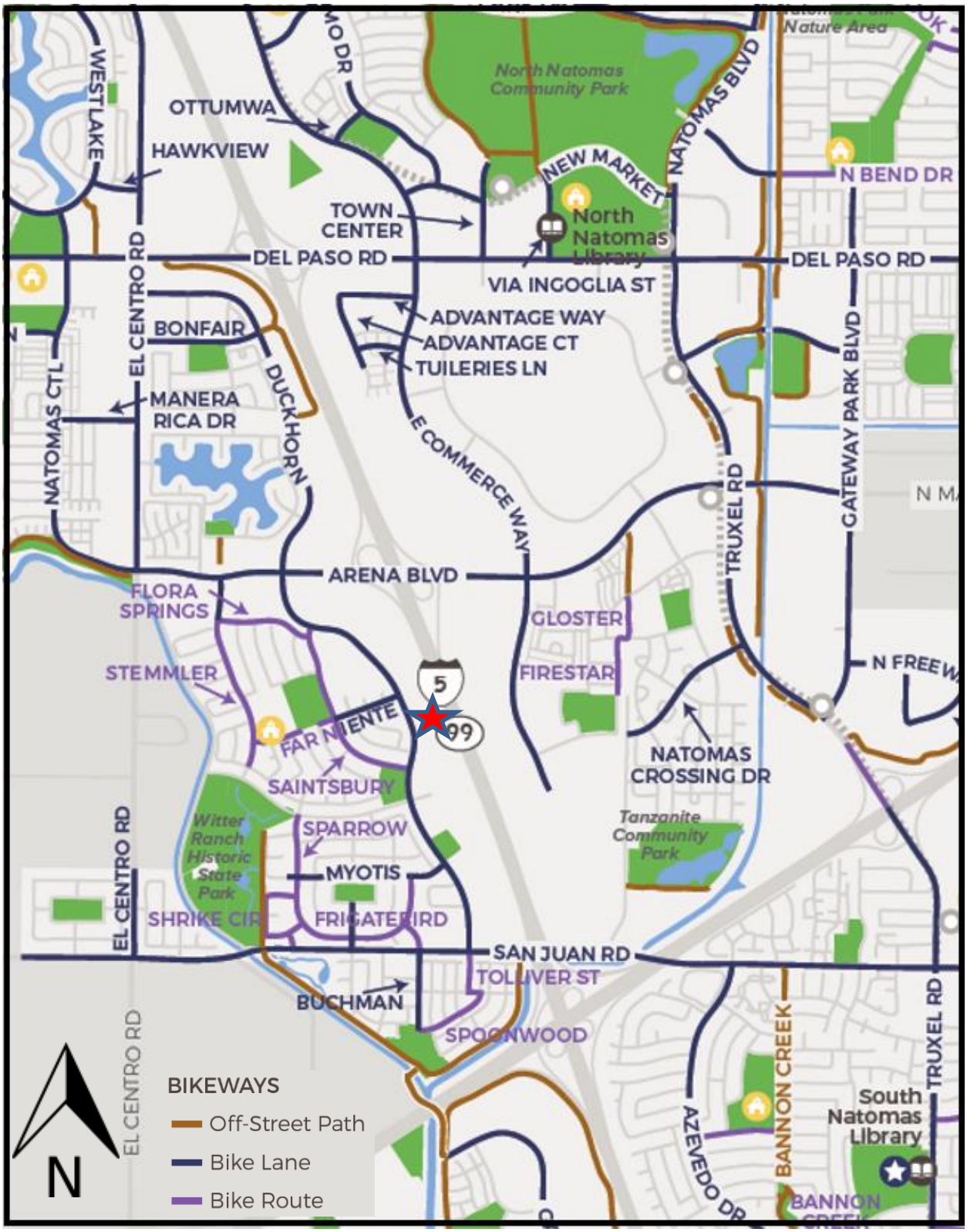
On January 23, 2018, the Sacramento City Council amended the 2035 General Plan and Bicycle Master Plan in the project vicinity. Specifically, the planned Natomas Crossing Drive from El Centro Road to East Commerce Way was removed as a facility for automobiles and replaced with a Class 1 off-street bikeway that will accommodate both bicycles and pedestrians. Future off-street facilities near the project include:

- North-south off-street paths parallel to I-5, on both sides.
- East-west off-street path along the Natomas Crossing Drive alignment, from the West Drainage Canal to East Commerce Way, including a bridge over I-5.
- Connections from the I-5 paths to the Natomas Crossing bridge.

TRANSIT SYSTEM

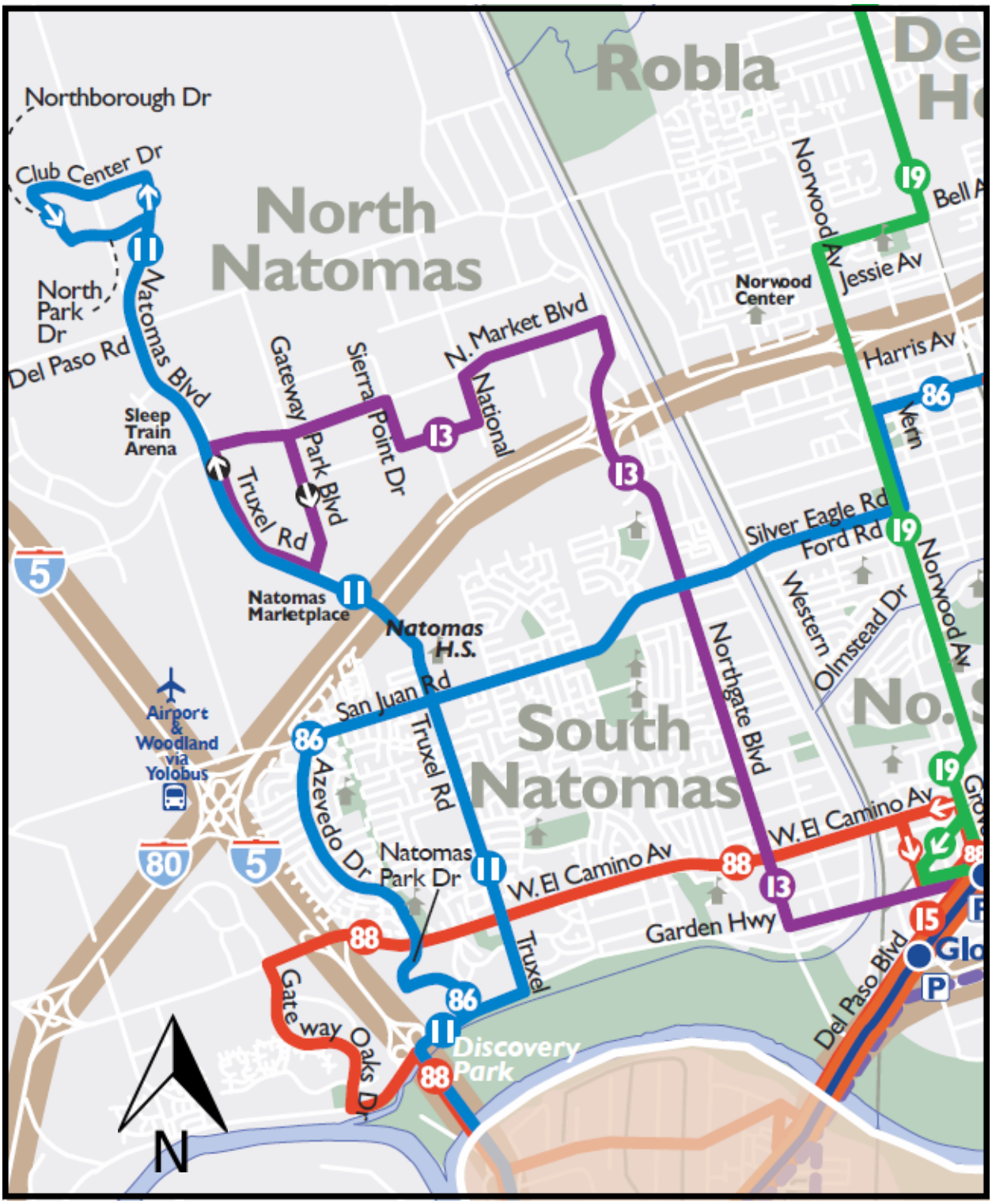
Regional Transit (RT) service in the site vicinity is illustrated in Figure 4. RT does not currently operate in North Natomas west of I-5.

RT Route 11 (Truxel Road) operates in each direction along Truxel Road. It extends to Club Center Drive and Northborough Drive to the north. To the south, it continues to Downtown via Garden Highway and I-5.



DKS

Figure 3
Bikeways



DKS

Figure 4
Regional Transit Services

RT Route 13 (Northgate) loops through North Natomas on Gateway Park Boulevard, Truxel Road, and Arena Boulevard, providing access to Natomas Marketplace. To the east, the route continues southerly along Northgate Boulevard and Arden Way to the Arden / Del Paso Light Rail Station.

As illustrated in Figure 5, the North Natomas Transportation Management Association operates the Flyer Shuttle, a peak period scheduled route transit service between North Natomas and Downtown Sacramento. Each route operates three to four buses to Downtown during the a.m. period, and three to four buses from Downtown during the p.m. period. The Westside Route (171) operates along Duckhorn Drive.

STUDY AREA

The following intersections are included in the study area (see Figure 6):

1. Duckhorn Drive and Far Niente Way
2. Duckhorn Drive and Great Egret Way / Main Driveway
3. Duckhorn Drive and North Driveway

EXISTING INTERSECTION GEOMETRY

Existing intersection geometry (number of approach lanes and traffic control) is illustrated in Figure 7.

EXISTING TRAFFIC VOLUMES

Peak period intersection turning movement counts were conducted for the a.m. weekday peak period (7:00 to 9:00 a.m.) and the p.m. weekday peak period (4:00 to 6:00 p.m.) on Tuesday, March 6, 2018.

REGULATORY SETTING

City of Sacramento

The Mobility Element of the *Sacramento 2035 General Plan* outlines goals and policies that coordinate the transportation and circulation system with planned land uses. The following level of service policy has been used in this study, as amended on January 23, 2018:

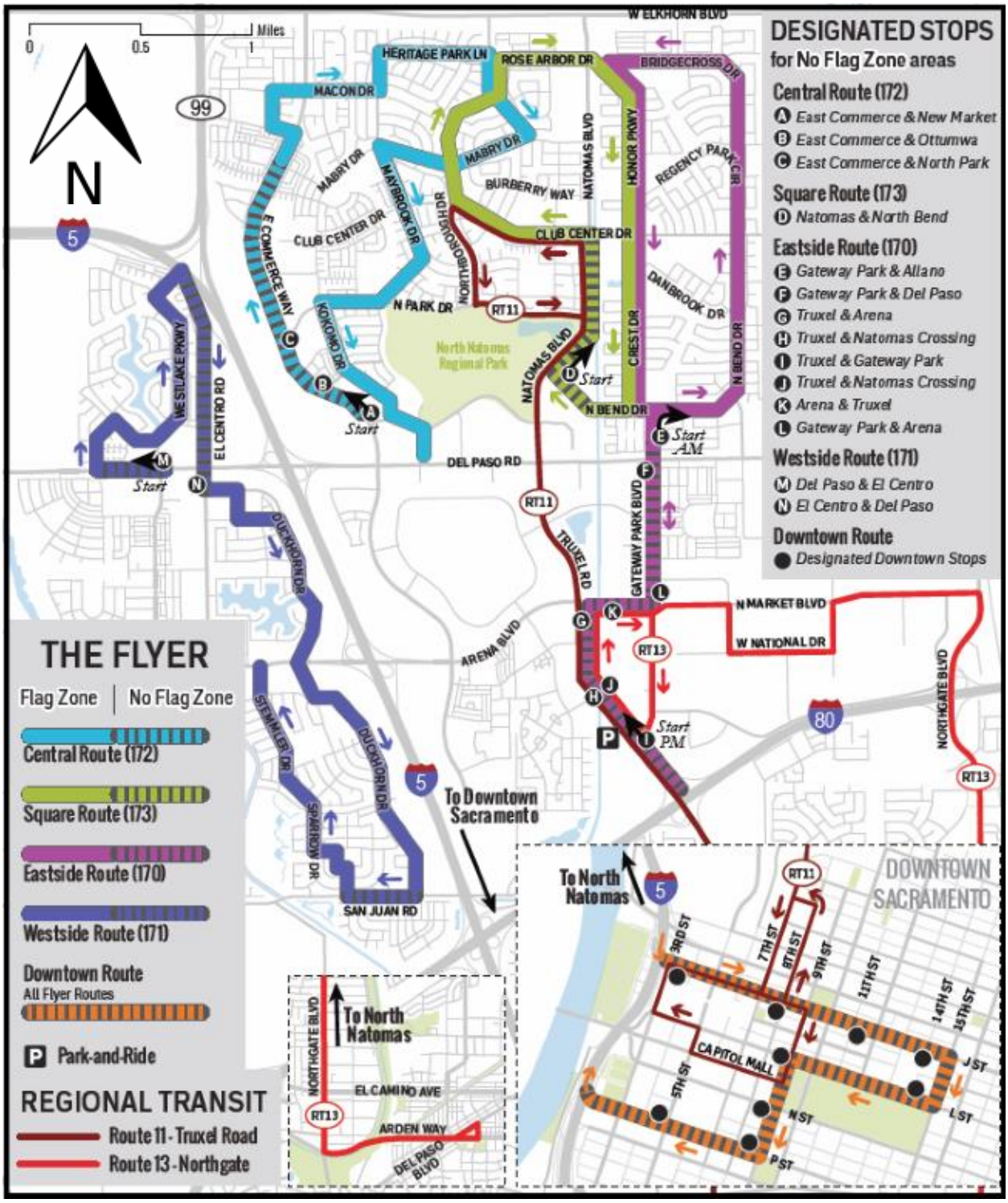


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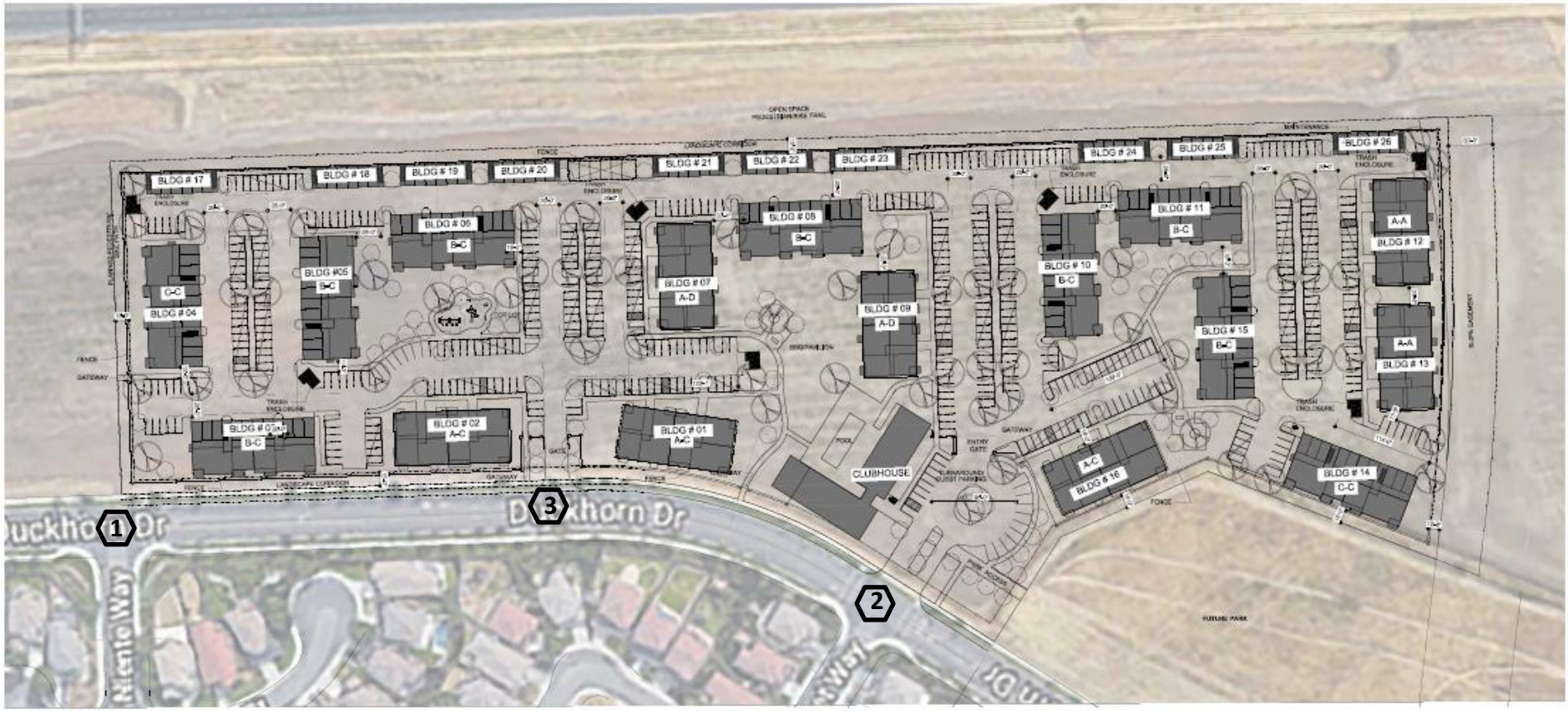
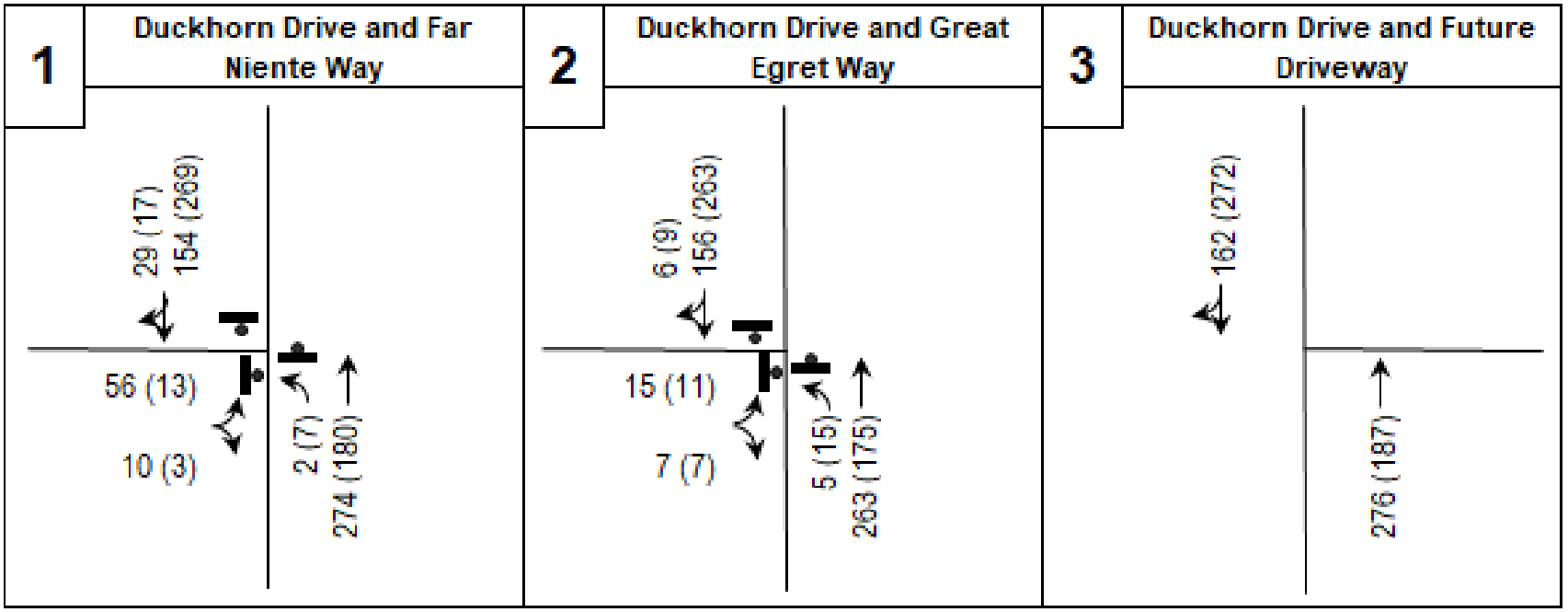
Figure 5
North Natomas TMA Transit Services



SITE PLAN

Figure 6
Study Area Intersections



KEY

31 (27) = AM (PM) peak hour traffic volume

= Signalized intersection

= Intersection approach lane

= Stop sign control

N St. & E St. = North-south street / east-west street

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Figure 7
Existing Peak Hour Traffic Volumes and Geometry

Policy M 1.2.2 Level of Service (LOS) Standard. The City shall implement a flexible context sensitive Level of Service (LOS) standard, and will measure traffic operations against the vehicle LOS thresholds established in this policy. The City will measure Vehicle LOS based on the methodology contained in the latest version of the Highway Capacity Manual (HCM) published by the Transportation Research Board. The City's specific vehicle LOS thresholds have been defined based on community values with respect to modal priorities, land use context, economic development, and environmental resources and constraints. As such, the City has established variable LOS thresholds appropriate for the unique characteristics of the City's diverse neighborhoods and communities. The City will strive to operate the roadway network at LOS D or better for vehicles during typical weekday conditions, including AM and PM peak hour with the following exceptions described below and mapped on Figure M-1:

A. Core Area (Central City Community Plan Area) - LOS F allowed

B. Priority Investment Areas – LOS F allowed

C. LOS E Roadways - LOS E is allowed for the following roadways because expansion of the roadways would cause undesirable impacts or conflict with other community values.

- 65th Street: Elvas Avenue to 14th Avenue
- Arden Way: Royal Oaks Drive to I-80 Business
- Broadway: Stockton Boulevard to 65th Street
- College Town Drive: Hornet Drive to La Rivera Drive
- El Camino Avenue: I-80 Business to Howe Avenue
- Elder Creek Road: Stockton Boulevard to Florin Perkins Road
- Elder Creek Road: South Watt Avenue to Hedge Avenue
- Fruitridge Road: Franklin Boulevard to SR 99
- Fruitridge Road: SR 99 to 44th Street
- Howe Avenue: El Camino Avenue to Auburn Boulevard
- Sutterville Road: Riverside Boulevard to Freeport Boulevard

LOS E is also allowed on all roadway segments and associated intersections located within ½ mile walking distance of light rail stations.

D. Other LOS F Roadways - LOS F is allowed for the following roadways because expansion of the roadways would cause undesirable impacts or conflict with other community values.

- 47th Avenue: State Route 99 to Stockton Boulevard
- Arcade Boulevard: Marysville Boulevard to Roseville Road
- Carlson Drive: Moddison Avenue to H Street
- Duckhorn Drive: Arena Boulevard to San Juan Road

- El Camino Avenue: Grove Avenue to Del Paso Boulevard
- Elvas Avenue: J Street to Folsom Boulevard
- Elvas Avenue/56th Street: 52nd Street to H Street
- Florin Road: Havenside Drive to Interstate 5
- Florin Road: Freeport Boulevard to Franklin Boulevard
- Florin Road: Interstate 5 to Freeport Boulevard
- Folsom Boulevard: 47th Street to 65th Street
- Folsom Boulevard: Howe Avenue to Jackson Highway
- Folsom Boulevard: US 50 to Howe Avenue
- Freeport Boulevard: Sutterville Road (North) to Sutterville Road (South)
- Freeport Boulevard: 21st Street to Sutterville Road (North)
- Freeport Boulevard: Broadway to 21st Street
- Garden Highway: Truxel Road to Northgate Boulevard
- H Street: Alhambra Boulevard to 45th Street
- H Street 45th: Street to Carlson Drive
- Hornet Drive: US 50 Westbound On-ramp to Folsom Boulevard
- Howe Avenue: US 50 to Fair Oaks Boulevard
- Howe Avenue: US 50 to 14th Avenue
- Raley Boulevard: Bell Avenue to Interstate 80
- San Juan Road: Duckhorn Drive to Truxel Road
- South Watt Avenue: US 50 to Kiefer Boulevard
- West El Camino Avenue: Northgate Boulevard to Grove Avenue

E. If maintaining the above LOS standards would, in the City's judgment be infeasible and/or conflict with the achievement of other goals, LOS E or F conditions may be accepted provided that provisions are made to improve the overall system, promote non-vehicular transportation, and/or implement vehicle trip reduction measures as part of a development project or a city-initiated project. Additionally, the City shall not expand the physical capacity of the planned roadway network to accommodate a project beyond that identified in Figure M4 and M4a (2035 General Plan Roadway Classification and Lanes).

LEVEL OF SERVICE ANALYSIS AND METHODOLOGY

Field reconnaissance was undertaken to ascertain the traffic control characteristics of each of the study area intersections and roadway segments. Determination of roadway operating conditions is based upon comparison of known or projected traffic volumes during peak hours to roadway capacity. In an urban setting, roadway capacity is generally governed by intersection characteristics, and intersection delay is used to determine "levels of service." Levels of service (LOS) describe roadway operating conditions. LOS is a qualitative measure of the effect of several factors, including speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, delay, and operating costs. LOS are designated A through F from best to worst, which cover the entire range of traffic operations that might occur. LOS A through E generally represent traffic volumes at less than roadway capacity, while LOS F represents over capacity and/or forced flow conditions.

Based upon the City's level of service policy, LOS F was utilized as the appropriate criteria in all study analyses.

Intersection Analysis

Intersection analyses were conducted using a methodology outlined in the Transportation Research Board's Special Report 209, Highway Capacity Manual 2010 (HCM 2010) (TRB 2010). The methodology utilized is known as "operational analysis." This procedure calculates an average control delay per vehicle at an intersection, and assigns a level of service designation based upon the delay. Table 1 presents the level of service criteria for intersections in accordance with the HCM 2010 methodology.

TABLE 1
INTERSECTION LEVEL OF SERVICE CRITERIA

Level of Service (LOS)	Total Delay Per Vehicle (seconds)	
	Signalized	**Unsignalized**
A	≤ 10	≤ 10
B	> 10 and ≤ 20	> 10 and ≤ 15
C	> 20 and ≤ 35	> 15 and ≤ 25
D	> 35 and ≤ 55	> 25 and ≤ 35
E	> 55 and ≤ 80	> 35 and ≤ 50
F	> 80	> 50

Source: *Highway Capacity Manual 2010, Transportation Research Board.*

RESULTS OF EXISTING CONDITION ANALYSIS

Table 2 summarizes the existing a.m. and p.m. peak hour operating conditions at the study area intersections. All the intersections operate at LOS A.

TABLE 2
EXISTING INTERSECTION OPERATING CONDITIONS

	A.M. Peak Hour		P.M. Peak Hour	
Intersection	**Delay (Seconds)**	**LOS**	**Delay (Seconds)**	**LOS**
1. Duckhorn Drive and Far Niente Way (all-way stop control)	9.6	A	9.1	A
- Northbound Left Turn	*8.1*	*A*	*8.0*	*A*
- Northbound Through	*10.4*	*B*	*8.9*	*A*
- Southbound	*8.7*	*A*	*9.3*	*A*
- Eastbound	*8.6*	*A*	*8.2*	*A*
2. Duckhorn Drive and Great Egret Way (all-way stop control)	9.2	A	9.0	A
- Northbound Left Turn	*7.9*	*A*	*8.1*	*A*
- Northbound Through	*9.8*	*A*	*8.9*	*A*
- Southbound	*8.4*	*A*	*9.2*	*A*
- Eastbound	*8.0*	*A*	*8.0*	*A*
Source: *DKS Associates, 2018.*				

PROJECT TRAVEL CHARACTERISTICS

TRIP GENERATION

Vehicular trip generation estimates of the project are based upon information published by the Institute of Transportation Engineers (ITE). Specifically, the following source has been utilized:

- Trip Generation, Tenth Edition.

Vehicular Trip Generation Estimates

Table 3 summarizes the project trip generation estimates. The technical appendix to this report includes supporting information.

TABLE 3
VEHICULAR TRIP GENERATION ESTIMATES

Land Use	Amount	Source	Vehicle Trips Generated (Trip-Ends)						
			Weekday	AM Peak Hour			PM Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total
Apartments	368 Units	ITE Land Use 220 - Multifamily Housing (Low-Rise)	2,741	38	126	164	118	70	188

***Source**: DKS Associates, 2018, ITE Trip Generation, Tenth Edition, 2017.*

Due to the location of the site and nature of the use, no adjustments have been made for walk, bicycle, and / or transit access. Transit, pedestrian and bike mode share are expected to be typical for suburban development.

The ITE data predicts 2,741 daily, 164 a.m. peak hour, and 188 p.m. peak hour trips.

TRIP DISTRIBUTION

The distribution of trips associated with the proposed project was derived from the regional SACSIM travel model, observations of travel patterns near the site, and knowledge of the proposed access locations associated with the site. Trip distribution varies by time of day and direction of travel. Figure 8 illustrates the trip distribution.

THRESHOLDS OF SIGNIFICANCE

Consistent with Appendix G of the CEQA Guidelines, thresholds of significance adopted by the governing jurisdictions in applicable general plans and previous environmental documents, and professional judgement, a significant impact would occur if the proposed project would:

INTERSECTIONS – CITY OF SACRAMENTO

- The traffic generated by the project degrades LOS from an acceptable LOS (without the project) to an unacceptable LOS (with the project),
- The LOS (without project) is unacceptable and project generated traffic increases the average vehicle delay by 5 seconds or more.

Note: General Plan Mobility Element Policy M 1.2.2 sets forth definitions for what is considered an acceptable LOS. As previously discussed, Policy M 1.2.2 applies to the study area roadway facilities as follows:

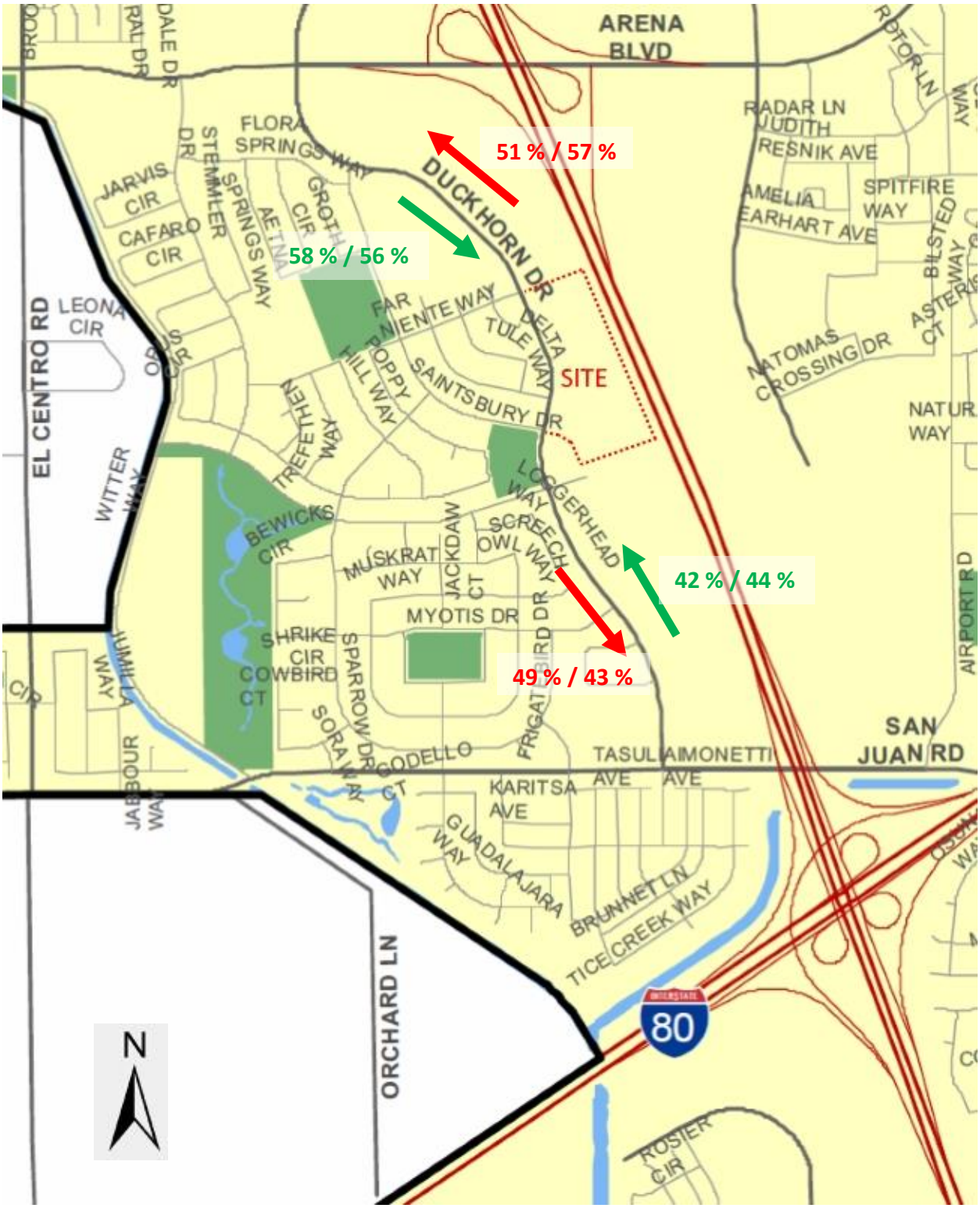
- LOS F is acceptable.

TRANSIT

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

BICYCLE FACILITIES

- Adversely affect existing or planned bicycle facilities,
- Fail to adequately provide for access by bicycle.



Source: Google Maps.

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Entering - AM % / PM %
Exiting - AM % / PM %

Figure 8
Entering and Exiting Trip Distribution

PEDESTRIAN CIRCULATION

- Adversely affect existing or planned pedestrian facilities,
- Fail to adequately provide for access by pedestrians.

CONSTRUCTION-RELATED TRAFFIC IMPACTS

- Degrade an intersection or roadway to an unacceptable level,
- Cause inconveniences to motorists due to prolonged road closures, or
- Result in increased frequency of potential conflicts between vehicles, pedestrians, and bicyclists.

EXISTING PLUS PROJECT TRAFFIC CONDITIONS

Figure 9 illustrates AM peak hour and PM peak hour traffic volumes associated with the existing plus project scenario. The figure also illustrates the intersection geometry of the existing plus project scenario. Table 4 summarizes the results of the existing plus project peak hour intersection analysis.

IMPACTS AND MITIGATION MEASURES

Impact 1: The proposed project could cause potentially significant impacts to study area intersections under the existing plus project scenario. Based on the analysis below the impact is less than significant.

As summarized in Table 4, the project would increase traffic volumes and average delay at the study area intersections. The intersections would operate at LOS B or better.

Mitigation Measure 1

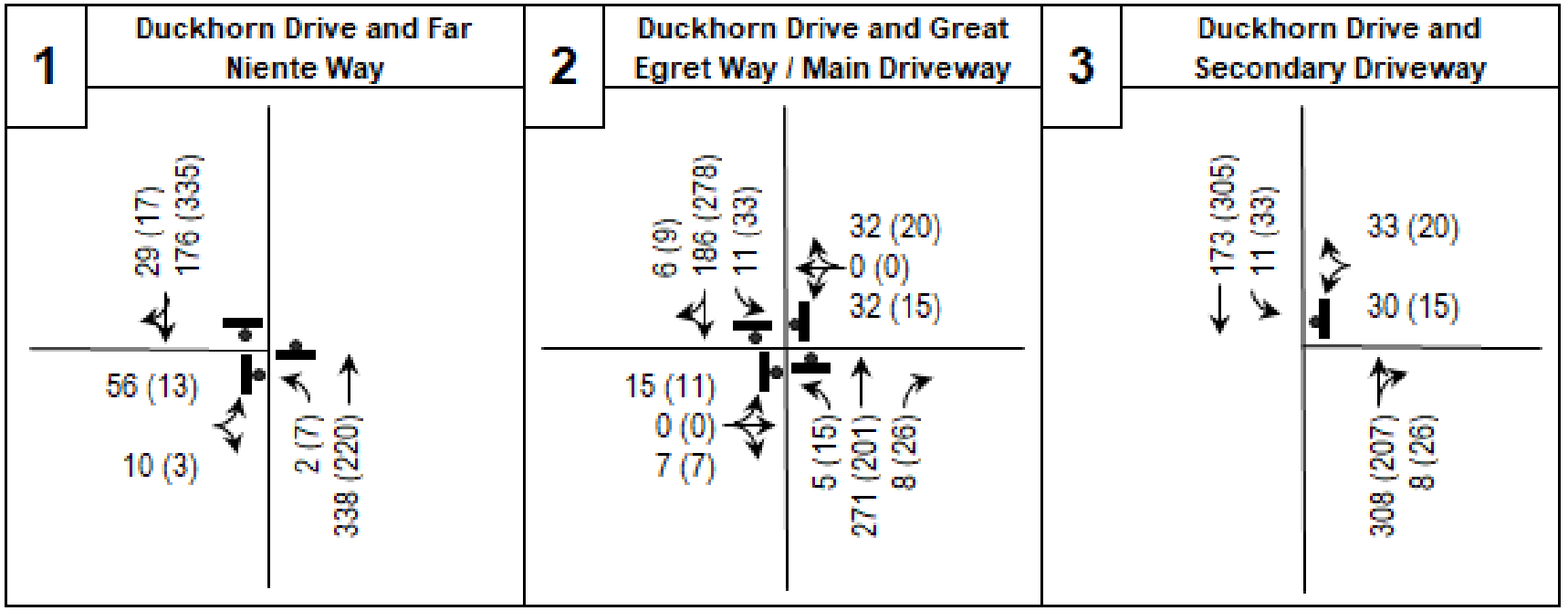
None required.

Impact 2: The proposed project could cause potentially significant impacts to transit. Based on the analysis below and with implementation of mitigation, the impact is less than significant.

The proposed project would not adversely affect public transit operations. The project would not modify or impede any existing or planned transit facilities / routes.

Mitigation Measure 2

None required.



KEY

31 (27) = AM (PM) peak hour traffic volume

= Signalized intersection

= Intersection approach lane

= Stop sign control

N St. & E St. = North-south street / east-west street

Figure 9
Existing Plus Project
Peak Hour Traffic Volumes and Geometry

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TABLE 4
EXISTING PLUS PROJECT INTERSECTION OPERATING CONDITIONS

Intersection	Existing				Existing Plus Project			
	A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
	Delay (Seconds)	LOS	Delay (Seconds)	LOS	Delay (Seconds)	LOS	Delay (Seconds)	LOS
1. Duckhorn Drive and Far Niente Way (all-way stop control)	9.6	A	9.1	A	10.5	B	9.9	A
- Northbound Left Turn	*8.1*	*A*	*8.0*	*A*	*8.1*	*A*	*8.1*	*A*
- Northbound Through	*10.4*	*B*	*8.9*	*A*	*11.6*	*B*	*9.5*	*A*
- Southbound	*8.7*	*A*	*9.3*	*A*	*9.1*	*A*	*10.3*	*B*
- Eastbound	*8.6*	*A*	*8.2*	*A*	*8.9*	*A*	*8.4*	*A*
2. Duckhorn Drive and Great Egret Way / Main Driveway (all-way stop control)	9.2	A	9.0	A	9.8	A	9.9	A
- Northbound Left Turn	*7.9*	*A*	*8.1*	*A*	*8.2*	*A*	*8.3*	*A*
- Northbound Through / Right	*9.8*	*A*	*8.9*	*A*	*10.6*	*B*	*9.7*	*A*
- Southbound Left	-	-	-	-	*8.3*	*A*	*8.4*	*A*
- Southbound Through / Right	*8.4*	*A*	*9.2*	*A*	*9.5*	*A*	*10.6*	*B*
- Eastbound	*8.0*	*A*	*8.0*	*A*	*8.4*	*A*	*8.4*	*A*
- Westbound	-	-	-	-	*8.4*	*A*	*8.3*	*A*

TABLE 4
EXISTING PLUS PROJECT INTERSECTION OPERATING CONDITIONS

Intersection	Existing				Existing Plus Project			
	A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
	Delay (Seconds)	LOS	Delay (Seconds)	LOS	Delay (Seconds)	LOS	Delay (Seconds)	LOS
3. Duckhorn Drive and North Driveway (two-way stop control)	-	-	-	-	1.4	A	1.1	A
- Southbound Left	-	-	-	-	7.9	A	7.8	A
- Westbound	-	-	-	-	11.1	B	10.6	B

Source: *DKS Associates, 2018.*

Impact 3: The proposed project could cause potentially significant impacts to pedestrian facilities. Based on the analysis below and with implementation of mitigation, the impact is less than significant.

The proposed project would not adversely affect existing or planned pedestrian facilities. The project will not impede the planned off-street paths along I-5 and the Natomas Crossing Drive alignment. The project will contribute a fair share to the planned pedestrian / bike crossing of Duckhorn Drive at the Natomas Crossing Drive alignment.

Mitigation Measure 3

None required.

Impact 4: The proposed project could cause potentially significant impacts to bicycle facilities. Based on the analysis below and with implementation of mitigation, the impact is less than significant.

The proposed project would not adversely affect existing or planned bicycle facilities. The project will not impede the planned off-street paths along I-5 and the Natomas Crossing Drive alignment. The project will contribute a fair share to the planned pedestrian / bike crossing of Duckhorn Drive at the Natomas Crossing Drive alignment.

Mitigation Measure 4

None required.

Impact 5: The proposed project could cause potentially significant impacts due to construction-related activities. Based on the analysis below and with implementation of mitigation, the impact is less than significant.

The applicant will provide a construction traffic control plan per City Code 12.20.030 to the satisfaction of the City Traffic Engineer.

Mitigation Measure 5

None required.

TRAFFIC SIGNAL WARRANTS

Each of the three unsignalized study area intersections was evaluated to determine if traffic signals are warranted. Based upon the California Manual of Uniform Traffic Control Devices Warrant 3 (Peak Hour), traffic signals are not warranted at any of the intersections. Warrant analysis details are included in the technical appendix.

VEHICLE MILES TRAVELED (VMT)

Travel forecasting for the project VMT analysis was conducted with the use of SACOG's SACSIM travel model. The model was used to calculate regional VMT for the existing and existing with project scenarios.

As shown in Table 5, the project is estimated to increase daily VMT by 4,189.

TABLE 5
ESTIMATED PROJECT VMT

Roadway Type	Regional Daily Vehicle Miles Travelled		
	Existing	Existing Plus Project	Difference
Freeways and Rural Roads	33,565,419	33,557,028	-8,391
Urban Streets	24,618,915	24,631,495	12,580
Total	58,184,334	58,188,523	4,189

Source: *DKS Associates, 2018.*

ON-SITE OPERATIONS AND QUEUING

The site plan was reviewed for conformity with accepted traffic engineering principles as well as queueing effects.

DRIVEWAY LOCATIONS

The proposed driveway locations are acceptable.

- The main entrance will be opposite Great Egret Way, where all-way stop control can be expanded to include the project driveway. The existing two-way-left-turn-lane can be used to provide a southbound left turn lane to access the project.

- The secondary entrance is located about midway between Far Niente Way and Great Egret Way. This provides adequate distance (about 400 feet) from the adjacent intersections. The project approach to Duckhorn Drive should be controlled by a stop-sign (two-way stop control). The existing two-way-left-turn-lane can be used to provide a southbound left turn lane to access the project.

DRIVEWAY THROAT LENGTH

The "throat length" of a driveway is defined as the distance from the outer edge of the traveled way of the intersecting roadway to the first point along the driveway at which there are conflicting vehicular traffic movements. Conflicting movements include turning vehicles and vehicles

entering / exiting parking stalls. Adequate throat length is critical to ensure that queued exiting vehicles do not interfere with / block entering vehicles, resulting in entering queues extending onto city sidewalks and / or streets. Throat length requirements were determined by the 95th percentile queue of exiting vehicles at each driveway during the a.m. and p.m. peak hours (rounded to the next highest vehicle), with a minimum length adequate to store one vehicle.

Both driveways should have a minimum throat depth of 25 feet, measured from the back of the sidewalk. Based upon the site plan, this recommendation is satisfied.

ENTRY GATES

For analysis purposes, it is assumed that both driveways would have active security gates always. City Code 17.508.070.A prohibits vehicles from backing out into major roadways (Duckhorn Drive). The main entrance has a circle which accommodates vehicles that are required to turn around. The secondary entrance does not have any provision for a turnaround. It is recommended that the secondary entrance be modified to provide an off-street turnaround.

It is assumed that the gated entries would operate like entry gates at parking garages. The City of Sacramento typically assumes a 7-second average service time for such gates. Queueing analyses were conducted to review the stacking distance required in advance of the gates. The stacking distance has been calculated based upon the p.m. peak hour entry volume and trip distribution. Storage space for one vehicle will be adequate over 98 percent of the time.