

Initial Study and
Mitigated Negative Declaration
for
Gateway West Business Park(P00-064)
and
Friedman Retail Development (P01-104)

City of Sacramento

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2 October 2002

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* Appendices B through E are on file and available for review at: 1231 I Street, Room 300 Sacramento, CA 95814

I. PROJECT INFORMATION FORM

1. Project Title: Gateway West Business Park (P00-064) and Friedman Retail Development (P01-104)
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: Mr. Gregory Bitter, AICP, Associate Planner, 916/ 264-7816
4. Property Owner's Name: Gateway West Business Park, LLC (P00-064); Fulcrum Capital Corporation (P01-104)
5. Applicant's Name and Address: LPA Sacramento, Inc. 1215 G Street, Sacramento, CA 95816
6. Applicant's Contact Person and Phone Number: Mr. Philip Harvey, AIA 916/ 443-0335
7. Project Location: Both projects are located in the City of Sacramento, Sacramento County, California. Gateway West Business Park is located west of Interstate 5 between the northeast corner of Arena Boulevard and Duckhorn Drive and the southeast corner of Snowy Egret Boulevard and Duckhorn Drive. A portion of Gateway West Business Park is located between the southeast corner of Arena Boulevard and Duckhorn Drive and Interstate 5.
 The Friedman Retail Development Project is located south of Arena Boulevard and west of Duckhorn Drive and east of Stemmler Drive.
8. Property Assessor Parcel Numbers: Gateway West Business Park – 225-0310-020, 225-0140-037, 038 and 039
 Friedman Retail Development – 225-0140-36, 225-1180-006, and 225-1380-014 through 225-1380-020
9. Property Area: Gateway West Business Park – 65.1 gross acres, 59.6 net acres
 Friedman Retail Development – 12.75 gross acres, 11.69 net acres
10. General plan designation: Gateway West Business Park – 65.1 gross acres Regional Commercial and Offices
 Friedman Retail Development – 0.96 net acre Low Density Residential; 10.73 net acres Community Neighborhood Commercial and Offices.
11. Community plan designation: Gateway West Business Park – 65.1 gross acres Employment Center – 50
 Friedman Retail Development – 0.96 net acre Low Density Residential and 10.73 gross acres Village Commercial
12. Zoning: Gateway West Business Park – 65.1 gross acres EC-50 PUD;
 Friedman Retail Development – 0.96 net acre R-1 PUD and 10.73 net acres C-2 PUD
13. Description of Projects: Gateway West Business Park – Entitlements to develop 65.1 gross acres of employment center uses in the North Natomas Community Plan Area;
 Friedman Retail Development – Entitlements to develop 12.75 gross acres with commercial uses in North Natomas.
14. Describe any site alterations that would result from the proposed project: The Gateway West Business Park Project would construct 216,000 square feet of office space on 13.75 net acres. Infrastructure and frontage to support an additional 616,200 square feet of employment center uses would also be constructed.
 The Friedman Retail Development Project would construct four retail buildings totaling 99,000 square feet. Infrastructure and frontage to support a 2,900 square-foot gas station and 6,500 additional square feet of retail would also be constructed.
15. Surrounding Land Use: North – Residential and Employment Center PUD; south – Residential and Employment Center PUD; east – Interstate 5; and west – Residential PUD
16. Other public agencies whose approval is required:
 Regional Water Quality Control Board; Department of Fish and Game; and U.S. Fish and Wildlife Service
17. The topics checked below require mitigation measures to reduce the significance of potential impacts.

<input type="checkbox"/> Land Use/ Planning	<input type="checkbox"/> Hazards
<input type="checkbox"/> Population/ Housing	<input checked="" type="checkbox"/> Noise
<input type="checkbox"/> Geology/ Soils	<input type="checkbox"/> Public Services
<input type="checkbox"/> Water	<input type="checkbox"/> Utilities/ Service Systems
<input checked="" type="checkbox"/> Air Quality	<input type="checkbox"/> Aesthetics, Light and Glare
<input type="checkbox"/> Transportation/ Circulation	<input checked="" type="checkbox"/> Cultural
<input checked="" type="checkbox"/> Biological	<input type="checkbox"/> Recreation
	<input type="checkbox"/> 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 Gateway West Business Park and Friedman Retail Development projects 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 projects 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 projects. 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 three categories of assessment. The first assessment category, "Less Than Significant Impact," indicates that the project will either not have, or be subject to any effects on the environment or that the project may/will have an effect on the environment, either directly or indirectly, less than the criteria of regulatory policy. A "Less Than Significant Impact" answer is adequately supported if the referenced information sources show that the impact does not apply to projects like the one involved or that the impacts fail to trigger regulatory thresholds of significance. Although not necessary, the City may require mitigation to further limit potential impacts.

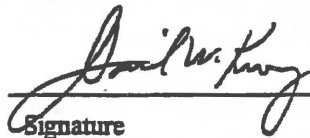
The second assessment category, "Potentially Significant Impact" indicates that there is substantial evidence that an effect may be significant in context of regulatory policy.


The third 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

David Kwong, AICP

City of Sacramento

Printed Name

For

IV. INITIAL STUDY

A. Project Purpose

The purpose of the Gateway West Business Park Project (P00-064) and the Friedman Retail Development Project (P01-104) is to enhance the North Natomas Community by developing 77.85 gross vacant acres with employment center and commercial uses consistent with the planning goals, policies, and objectives of the City of Sacramento.

B. Location

The Gateway West Business Park Project is located between Interstate 5 (I-5) and the northeast corner of Arena Boulevard and Duckhorn Drive and the southeast corner of Snowy Egret Boulevard and Duckhorn Drive in the City of Sacramento, CA. A portion of Gateway West Business Park is located between the southeast corner of Arena Boulevard and Duckhorn Drive and Interstate 5. The Friedman Retail Development Project (Friedman Retail Development) is located west of the Gateway West Business Park site at the southwest corner of Arena Boulevard and Duckhorn Drive. The project study areas occur on the Taylor Monument USGS Topographic Quadrangle (T9N, R4E, Sections 10 and 15). The Gateway West Business Park Project study area consists of Sacramento County Assessor Parcels: 225-0310-020, 225-0140-037, 038, and 039. The Friedman Retail Development project study area consists of Sacramento County Assessor Parcel numbers 225-0140-36, 225-1180-006, and 225-1380-014 through 225-1380-020. These projects are located within the Sacramento General Plan Update Draft Environmental Impact Report (SGPU DER 1987) area and within Neighborhoods 1 and 2 of the North Natomas Community Plan (NNCP 1994). A project location map is located in Appendix A (Figure A-1).

C. Project Description

1. Gateway West Business Park Project (P00-064)

The Gateway West Business Park Project involves amending the employment center portion of the Gateway West and Cambay West PUD Guidelines Schematic Plan to designate one office building on each Parcel 1, 2, and 3, and employment center uses on Parcels 5 – 9. The Schematic Plan would show Parcel 10 as a landscape buffer easement to the City of Sacramento and Parcel 11 would be shown as Caltrans right of way (ROW). The project includes a tentative map to subdivide approximately 41.27 net acres into eleven parcels. The remaining ± 21.6 acres south of Arena Boulevard would not be subdivided. The project seeks a Special Permit to construct three two-story office buildings totaling 216,000 square feet and a parking lot with 785 parking spaces. The area to be covered under the Special Permit (Parcels 1 – 4) is approximately 13.751 net acres. Future phases will obtain Special Permits to construct employment center uses on the remaining 45.85 net acres.

The following Map Figures for Gateway West Business Park are provided in Appendix A:

- Figure A-1. Project Location Map
- Figure A-2. Gateway West Business Park PUD Schematic Site Plan
- Figure A-3. Gateway West Business Park Tentative Subdivision Map
- Figure A-4. Gateway West Business Park Special Permit Overall Site Plan
- Figure A-5. Gateway West Business Park Special Permit Site Plan
- Figure A-6. Gateway West Business Park Special Permit Landscape Plan
- Figure A-7. Gateway West Business Park Exterior Elevations – Two story building
- Figure A-8. Gateway West Business Park Pedestrian Circulation Diagram
- Figure A-9. Gateway West Business Park Conceptual Landscape Plan
- Figure A-10. Gateway West Business Park Buildable Area Zone Plan

The following sub-sections identify the requested entitlements.

Planned Unit Development Schematic Plan Amendment

The Gateway West Business Park Project seeks an amendment to the Gateway West PUD Schematic Plan to reflect the following land uses (Figure A-2 in Appendix A is the Gateway West Business Park Conceptual Site Plan):

- EC - 50 on Parcels 1 - 5, 9; 12, and 13;
- EC - 50 ancillary uses on Parcels 6 - 8 and Parcels 11, 12, and 13;
- Landscape buffer easement to the City of Sacramento on Parcel 10; and
- Caltrans ROW on Parcel 11.

Ancillary uses include retail on Parcels 6, 7, and 12 and sit-down restaurant on Parcels 8 and 13. Table 1 summarizes parking data for the Gateway West PUD Schematic Plan amendment.

Table 1. Gateway West Schematic Plan Amendment Parking Data

	Parcels 1 - 4 EC - 50	Parcel 5 EC - 50	Parcel 6 EC - 50 Ancillary Use	Parcel 7 EC - 50 Ancillary Use	Parcel 8 EC - 50 Ancillary Use	Parcel 9 EC - 50	Parcels 12 & 13
Proposed Building Gross Square Footage	216,000	225,500	6,500	3,200	10,000	70,000	301,000
Required Parking Stalls	617 - 785	644 - 820	26	13	100	75	799 - 973

Tentative Subdivision Map

The Gateway West Business Park Project seeks approval of a Tentative Subdivision Map to subdivide ± 41.27 net acres into 11 parcels. Table 2 lists the sizes of the proposed parcels and provides a description of the parcels' proposed uses. The proposed Tentative Subdivision Map is provided in Appendix A (Figure A-3). The ± 18.33-net-acre balance of the ± 59.6-net-acre Gateway West Business Park Project area south of Arena Boulevard (Parcels 12 and 13) is not proposed for subdivision.

Table 2. Gateway West Business Park Proposed Parcels

Parcel Number	Proposed Use	Parcel Size Square Feet/Acres
1	Two story office building	49,537/ 1.137
2	Two story office building	49,537/ 1.137
3	Three story office building	49,537/ 1.137
4	Parking/ Landscaping/ and Common areas for parcels 1, 2, and 3	392,944/ 9.021 net
5	Office building pad/ Parking	456,657/ 10.483 net
6	Restaurant pad	52,471/ 1.205 net
7	Gas station pad	37,572/ 0.863net
8	Restaurant pad	71,636/ 1.645 net
9	Four story motel	88,926/ 2.041
10	City owned landscape buffer	248,023/ 5.694 net
11	Caltrans ROW Road ROW	159,539/ 3.663 net 141,308/ 3.244
Total:		1,797,687/ 41.27

Special Permit

The Gateway West Business Park Project has applied for a Special Permit to construct three two-story office buildings (totaling 216,000 square feet) with 785 parking spaces on Parcels 1 - 4. The Special Permit area is 13.75 net acres. The Special Permit area is shown on figures A-4 and A-5 in Appendix A. A Special Permit Landscape Plan is provided in Appendix A (A-6).

2. Friedman Retail Development Project (P01-104)

The Friedman Retail Development Project involves a General Plan amendment to change 0.35 net acre from Low Density Residential to Community Neighborhood Commercial & Offices. The project seeks a Community Plan amendment to change 0.35 net acre from Low Density Residential to Village Commercial and 0.33 net acre from Low Density Residential to Medium Density Residential. The project would rezone 0.35 net acre of R-1 PUD to C2 PUD and 0.33 net acre of R-1 PUD to R-1A-PUD. The project includes a tentative map to subdivide approximately 11.69 net acres into eleven parcels. A PUD Guideline amendment would modify the parking ratio in the Neighborhood Commercial Building section from one parking space per 500 square feet one parking space per 250 square feet (1:500 to 1:250). The Friedman Retail Development Project involves amending the Gateway West and Cambay West PUD Guidelines Schematic Plan to establish a schematic plan for commercial development of the southwest corner of Arena Boulevard and Duckhorn Drive. The project seeks a Special Permit to construct four retail buildings totaling 99,000 square feet and a parking lot with 457 parking spaces. The area to be covered under the Special Permit (Parcel 2) is approximately 9.46 net acres.

The following Map Figures for Friedman Retail Development are provided in Appendix B:

- Figure B-1. Friedman Retail Development General Plan Amendment Exhibit
- Figure B-2. Friedman Retail Development Community Plan Amendment Exhibit
- Figure B-3. Friedman Retail Development PUD Rezone Exhibit
- Figure B-4. Friedman Retail Development Tentative Subdivision Map
- Figure B-5. Friedman Retail Development Conceptual Overall Site Plan
- Figure B-6. Friedman Retail Development Buildable Area Zone Plan
- Figure B-7. Friedman Retail Development Site Plan
- Figure B-8. Friedman Retail Development Ground Floor Plan
- Figure B-9. Friedman Retail Development Elevations
- Figure B-10. Friedman Retail Development Landscape Plan
- Figure B-11. Friedman Pedestrian Development Circulation Diagram
- Figure B-12. Friedman Retail Development Trash and Recycling Plan

The following sub-sections identify the requested entitlements.

General Plan Amendment

The Friedman Retail Development Project proposes to change the SGPU DEIR land use designation for a portion of the 11.69-net-acre project area. Portions of Parcels 4 – 11 would be changed from Low Density Residential to Neighborhood Commercial and Offices. Table 3 shows the acres of the existing and proposed SGPU DEIR Land Use designations and calculates the number of acres the proposed project would change. A map showing the proposed General Plan amendment is provided in Appendix B (Figure B-1).

Table 3. Friedman Retail Development Proposed General Plan Land Use Designation Changes

SGPU DEIR Designation	Existing Net Acres	Proposed Net Acres	Net Acres Change
Low Density Residential	0.96	0.61	-0.35
Neighborhood Commercial and Offices	10.73	11.08	+0.35
Total:	11.69	11.69	-

Community Plan Amendment

The Friedman Retail Development Project proposes to change the NNCP land use designations of a portion of the 11.69-net-acre project area. Portions of Parcels 4 – 11 would be changed from Low Density Residential to Village Commercial. Parcels 4 – 7 would be changed from Low Density Residential to Medium Density Residential. Table 4 shows the acres of the existing and proposed NNCP land use designations and calculates the number of acres the proposed project would change. A map showing the proposed Community Plan amendment is provided in Appendix B (Figure B-2).

Table 4. Friedman Retail Development Proposed Community Plan Land Use Designation Changes

NNCP Designation	Existing Net Acres	Proposed Net Acres	Net Acres Change
Low Density Residential	0.96	0.28	-0.68
Medium Density Residential	0.00	0.33	+0.33
Village Commercial	10.73	11.08	+0.35
Total:	11.69	11.69	-

Rezone

The Friedman Retail Development Project would rezone 0.68 net acre within the project area. Portions of Parcels 4 – 9 would rezone Single Family Residential PUD (R-1-PUD) to Commercial PUD (C-2-PUD). Parcels 4 – 7 would be rezoned to Single Family Residential Alternative (R-1A-PUD). Table 5 shows the acres of the existing and proposed zoning, and calculates the number of acres the proposed project would change. A map showing the proposed zone changes is provided in Appendix A (Figure B-3).

Table 5. Friedman Retail Development Proposed Zone Changes

Zone	Existing Net Acres	Proposed Net Acres	Net Acres Change
R-1-PUD	0.96	0.28	-0.68
R-1A-PUD	0.00	0.33	+0.33
C-2-PUD	10.73	11.08	+0.35
Total:	11.69	11.69	-

Planned Unit Development Schematic Plan Amendment

The Friedman Retail Development Project seeks an amendment to the Gateway West Business Park PUD Schematic Plan to reflect the following land uses (Figure B-6 in Appendix B is the Site Plan):

- Four retail buildings on Parcel 2 totaling 99,000 square feet;
- One building pad on Parcel 1 totaling 6,500 gross square feet; and
- One gas station pad on Parcel 3 totaling 2,900 gross square feet;

Table 6. Friedman Retail Development Schematic Plan Amendment Parking Data

	Parcel 1 Building Pad	Parcel 2 Retail	Parcel 3 Gas Station
Proposed Building Gross Square Footage	6,500	99,000	2,900
Required Parking Stalls	65	396	12

Tentative Subdivision Map

The Friedman Retail Development Project seeks approval of a Tentative Subdivision Map to subdivide ± 11.69 net acres into 11 parcels. Table 7 lists the sizes of the proposed parcels and provides a description of the parcels' proposed uses. The proposed Tentative Subdivision Map is provided in Appendix B (Figure B-12).

Table 7. Gateway West Business Park Proposed Parcels

Parcel Number	Proposed Use	Parcel Size Square Feet/ Net Acres
1	Building pad	43,386/ 0.996
2	Retail buildings	411,907/ 9.46
3	Gas station pad	27,256/ 0.6257
4	Single family residential	3,373/ 0.0774
5	Single family residential	3,748/ 0.086
6	Single family residential	3,683/ 0.0846
7	Single family residential	3,474/ 0.0798
8	Single family residential	3,215/ 0.0738
9	Single family residential	3,040/ 0.0698
10	Single family residential	3,000/ 0.0689
11	Single family residential	3,000/ 0.0689
Total:		509,062/ 11.687

Special Permit

The Friedman Retail Development Project has applied for a Special Permit to construct four retail buildings (99,000 square feet) and a 457-space parking lot. The locations of the areas that would be covered under the special permit are shown on Figure B-6 in Appendix B.

D. Environmental Setting

These projects are situated in the City of Sacramento within the SGPU DEIR and the NNCP planning areas. Interstate 5 bounds the Gateway West Business Park Project area to the east. Duckhorn Drive bounds the project to the west. The east/west Arena Boulevard bisects the project site. The project is adjacent to residential development to the west and to Employment Center - 50 to the south.

Duckhorn Drive bounds the Friedman Retail Development Project site to the east. Stemmler Drive bounds the project site to the west. Arena Boulevard fronts the proposed shopping center to the north. Residential development occurs to the south of the project.

V. ENVIRONMENTAL SIGNIFICANCE CHECKLIST

1. Land Use/ Planning

Would the proposal:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact
a) Conflict with general plan designation or zoning?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be incompatible with existing land use in the vicinity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Affect agricultural resources or operations (e.g. impacts to soils or farmlands, or impacts from incompatible land uses)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 Gateway West Business Park and Friedman Retail Development projects are located within the NNCP area of the City of Sacramento. Interstate 5 bounds the Gateway West Business Park project area to the east. Duckhorn Drive bounds the Gateway West Business Park project to the west. The east/west Arena Boulevard bisects the Gateway West Business Park project site. Duckhorn Drive bounds the Friedman Retail Development Project site to the east and Stemmler Drive bounds the project site to the west. Arena Boulevard fronts the proposed shopping center to the north. The Gateway West Business Park and Friedman Retail Development project areas are designated for Regional Commercial and Offices in the SGPU DEIR. A small portion of the Friedman Retail Development project area is also designated for Low Density Residential. The NNCP designates the Gateway West Business Park project area for EC-50. The Friedman Retail Development site is designated for Village Commercial, Low Density Residential, and Medium Density Residential. The Gateway West Business Park project study area is currently zoned EC-50 PUD. The Friedman Retail Development site is zoned for C-2-PUD, R-1-PUD, and R-1A-PUD.

Regulatory Setting

These projects are located within the boundaries of the SGPU DEIR and NNCP areas.

City of Sacramento General Plan

SGPU DEIR states that the NNCP area accounts for 38.9% of vacant acreage in the City of Sacramento (SGPU DEIR, D-37). According to the SGPU DEIR Land Use Map (12 December 2000), Regional Commercial and Offices and Low Density Residential would be developed on the project site. Low Density Residential allows 4 – 15 dwelling units per net acre (SGPU DEIR, B-14). SGPU DEIR 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 DEIR, D-43). On page D-41, SGPU DEIR 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 DEIR, 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 DEIR set Overall Urban Growth Policies (SGPU DEIR, 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 DEIR, C38 – C66). This Initial Study provides an assessment of the consistency of the proposed land use designation changes with the Overall Urban Growth Policies

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 Plan area and 66% for the City portion of the Community Plan area. 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, Jeanne Corcoran, City of Sacramento Planning and Building Department). Table 8 shows the target density for residential development by land use designation and Table 9 shows the target density for Employment Centers. Residential target densities are found on page 6 of the NNCP and densities of employees per net acre in Employment Centers are found on page 20 of the NNCP.

Table 8. Target Density for Residential 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

Table 9. Target Density for Employment Centers Development Within the NNCP Area

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 Employment Centers development (NNCP, 19) and Commercial (NNCP, 25) in North Natomas. This Initial Study provides an assessment of the consistency of the proposed project with the Guiding Policies of the NNCP.

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. This zone may also include recreational, religious and educational facilities as the basic elements of a balanced neighborhood. 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:

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.

C-2–General Commercial Zone. This is a general commercial zone which provides for the sale of commodities, or performance of services, including repair facilities, offices, small wholesale stores or distributors, and limited processing and packaging.

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 65% and a maximum of 100% 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.

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: Gateway West Business Park Project – No Impact. Friedman Retail Development Project – Potential Impact.

Potential Impacts: The Friedman Retail Development Project proposes to change 0.35 acre of the SGPU DEIR land use designation; 0.68 acre of the NNCP land use designation; and rezone 0.68 acre of the project area.

The designation change results from a need to extend the project site to the south to allow truck passage behind the retail stores. The project has been designed so as not to necessitate the elimination of any residential dwelling units planned for the eight affected parcels. The project does not deviate from the project evaluated in the Gateway West PUD Initial Study and Negative Declaration (City of Sacramento, 1997). The Gateway West PUD IS/ND found the project consistent with the SGPU DEIR, NNCP, and SCC Zoning Ordinance.

Level of Significance: Because the Friedman Retail Development Project is consistent with the SGPU DEIR, NNCP, and SCC Zoning Ordinance, the proposed land use designation changes, zone changes, and amendment of the Gateway West Business Park PUD to include the proposed land uses, 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: No. Both the Gateway West Business Park Project and Friedman Retail Development Project will comply with laws, policies, and regulations of agencies that have jurisdiction over the project.

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

Answer: No. Both the Gateway West Business Park Project and the Friedman Retail Development Project are compatible with the adjacent, existing, and proposed land use. 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: Gateway West Business Park Project – Potential Impact. Friedman Retail Development Project – Potential Impact.

Potential Impacts: The proposed projects would develop land identified as Prime Agricultural Soils – Not Irrigated in 1984 by the SGPU DEIR (SGPU DEIR, 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 DEIR 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. Neither the Gateway West Business Park nor the Friedman Retail Development Project will disrupt or divide the physical arrangement of an established community.

2. Population/ Housing

Would the proposal:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact
a) Cumulatively exceed official regional or local population projections?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure?)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace existing housing, especially affordable housing?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 Gateway West Business Park and Friedman Retail Development projects are located within the NNCP area of the City of Sacramento. The SGPU DEIR projects the population of North Natomas to increase to 69,899 by 2016. North Natomas is projected to contain 13.3% of the SGPU DEIR's build out population and capture 31.6% of the City's growth between 1986 and 2016 (SGPU DEIR, E-25). The NNCP projects a population of 66,495 for the year 2016 (NNCP, 14).

Impact Assessment

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

Answer: No. Neither the Gateway West Business Park Project nor the Friedman Retail Development Project will result in a change to the population projections forecast in the NNCP. Neither project includes a residential development component in the proposal.

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: Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact. New job opportunities could lead to an indirect increase in population.

Potential Impacts: The proposed projects will involve the development of 77.85 acres with commercial and employment center uses. Development will not cause a direct increase in population. The project will not result in any change to the number or density of residential units planned in the Gateway West Business Park PUD. The indirect population increase caused by new job opportunities was address in the Gateway West Business Park PUD Initial Study and Negative Declaration (City of Sacramento, 1997). The Gateway West Business Park PUD IS/ND found the project to be consistent with the SGPU DEIR and NNCP including the jobs/housing balance ratios.

Level of Significance: The proposed project is consistent with the SGPU DEIR and NNCP. Therefore,

the indirect population growth is considered a less than significant impact.

Mitigation Measures: None required.

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

Answer: No. Neither the Gateway West Business Park Project nor the Friedman Retail Development Project will displace existing housing and/or deter the construction of 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
a) Fault rupture?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Expansive soil, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Gateway West Business Park is located west of Interstate 5 (I-5) between the northeast and southeast corners of Arena Boulevard and Duckhorn Drive. The Friedman Retail Development site is located south of Arena Boulevard and west of Duckhorn Drive. The proposed project occurs on the Taylor Monument USGS Topographic Quadrangle. Elevation of the project study area varies between 10 feet to 15 feet above sea level. Terrain in the project study area exhibits very little relief.

Wallace-Kuhl & Associates (Wallace-Kuhl) conducted soil investigations and prepared a *Preliminary Geotechnical Engineering Report for Gateway West Business Park* (Wallace-Kuhl, 1997a). A copy of this report is available at the City of Sacramento. The investigations included drilling 10 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. The results of the report were included in the geology and soils discussions in the Gateway West Business Park PUD IS/ND.

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 DEIR, 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 DEIR, T-3).

However, thirteen major faults occur within a 62 mile radius of the City of Sacramento. SGPU DEIR 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-VIII (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 DEIR, 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 DEIR 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 (NRCS) 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 soil "115-Clear Lake clay, hardpan substratum, drained, 0 to 1 percent slopes" is classified by NRCS as a hydric soil (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.

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.

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 (RWQCB).

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 DEIR, T-3).

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

Answer: Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

Potential Impact: The projects propose to develop 77.85 acres (including Special Permits to construct three office buildings and retail buildings) in a “moderate” earthquake severity zone. Thirteen major faults occur within a 62 mile radius of the City of Sacramento. The SGPU DEIR 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: Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

Potential Impact: The projects propose to develop 77.85 acres (including Special Permits to construct three office buildings and retail buildings) within a liquefaction opportunity zone. The SGPU DEIR 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 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 Gateway West Business Park and Friedman Retail Development project sites have very little topographical relief. The proposed projects do not occur in an area subject to landslides.

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

Answer: Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

Potential Impact: The Gateway West Business Park and Friedman Retail Development projects will require grading of 77.85 acres. The grading of 77.85 acres could increase the potential for soil erosion. However, erosion hazards throughout the SGPU DEIR area are considered less than significant (SGPU DEIR, 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. These projects are subject to an NPDES permit program administered by RWQCB. Because the projects propose to disturb more than 5 acres of soil, the project proponent is required to obtain an NPDES permit from RWQCB prior to grading. The preparation of a Storm Water Pollution Prevention Plan (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: Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

Potential Impact: The Gateway West Business Park and Friedman Retail Development projects propose to develop 77.85 acres (including Special Permits to construct three office buildings and retail buildings) 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 DEIR, T-18).

Test data indicated that the clays present within the near-surface soils have a high plasticity and have a high to very high potential for expansion (Wallace-Kuhl in Gateway West Business Park PUD IS/ND 1997). Expansive clays can cause distress to floor slabs, foundations, and flatwork unless special measures are undertaken. Possible methods to reduce these effects could be to deepen the continuous perimeter foundations, supporting the structures on deep foundations, importation of granular fill for the top of building pads, chemical amendment to native soils, and/or post-tensioned foundations (Wallace-Kuhl in Gateway West Business Park PUD IS/ND 1997). The Wallace-Kuhl report provides specific design and procedure recommendations and specifications to reduce potential significant effects from soil expansion to less than significant. A copy of the Wallace-Kuhl report is 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 Wallace-Kuhl report 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: Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

Potential Impact: The Gateway West Business Park and Friedman Retail Development project study areas are 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 DEIR area would not subject property to any known or inferred hazard of damage due to subsidence (SGPU DEIR, T-18).

The results of the Wallace-Kuhl field investigation indicate the near-surface soils to be disturbed and of variable density. The soils are capable of safely supporting the pavements and one and two story commercial and office buildings, provided the near-surface soils are recompact as engineered fill (Wallace-Kuhl in Gateway West Business Park PUD IS/ND 1997). Larger commercial and office buildings will require excavation and recompact to improve the support capacity of the soils, or founding the larger structures on deep foundations, such as drilled piers or driven piling (Wallace-Kuhl in Gateway West Business Park PUD IS/ND 1997). A copy of the Wallace-Kuhl report is 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 Wallace-Kuhl report 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
a) Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of people or property to water-related hazards such as flooding?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Discharge into surface waters or other alteration of surface water quality (e.g., temperature, dissolved oxygen, or turbidity)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Changes in the amount of surface water in any water body?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Changes in currents, or the course, or direction of water movements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Altered direction or rate of flow of groundwater?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Impacts on groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Substantial reduction in the amount of groundwater otherwise available for public water supplies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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) establish threshold values for activities, that when exceeded may result in significant impacts. The location and magnitude of an impact influence whether water quality will be significantly affected (personal communication, Sue McConnell, California Regional Water Quality Control Board, Central Valley Region). The WQS for construction projects is the disturbance of five or more acres of soil. To reduce potentially significant impacts to less than significant, disturbance of five 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 gulying. 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

Gateway West Business Park is located west of Interstate 5 (I-5) between the northeast and southeast corners of Arena Boulevard and Duckhorn Drive. The Friedman Retail Development site is located south of Arena Boulevard and west of Duckhorn Drive. The proposed project occurs on the Taylor Monument USGS Topographic Quadrangle. Elevation of the project study area varies between 10 feet to 15 feet above sea level. Terrain in the project study area exhibits very little relief.

The Sacramento flood control system diminishes the extent of flood hazard areas, and no portions of the SGPU DEIR 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 DEIR, W-3). No portion of the proposed project occurs in a 100-year floodplain (personal communication, D. Schamber, City of Sacramento Department of Utilities).

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 DEIR, H-1).

Regulatory Setting

City of Sacramento General Plan

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 DEIR, H-7).

North Natomas Community Plan

Prior to any development occurring, the City Department of Utilities 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 natural and human resources.

National Pollution Discharge Elimination System Permit

Point source discharge of pollutants into "navigable water" is regulated through the NPDES permit system. 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 RWQCB. The preparation of a 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: Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

Potential Impact: The Gateway West Business Park and Friedman Retail Development projects would increase the amount of impervious surface area on the project site, which 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, Detention Basin 8c, and the Natomas West Drainage Canal. The Gateway West Business Park Project north of Arena Boulevard drains to Basin 8c. The Gateway West Boulevard south of Arena Boulevard and Friedman Retail Development drain into Detention Basin 7a.

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 and 8c respectively. The Detention Basins provide water quality treatment and regulate 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.

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

Answer: No. Neither the Gateway West Business Park nor the Friedman Retail Development projects occur within a 100-year flood plain.

- 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: Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

Potential Impact: Grading activities could temporarily result in a minimal increase in siltation and sedimentation into the existing stormwater system. The Gateway West Business Park Project combined with the Friedman Retail Development Project will require grading of 77.85 acres for development of the project sites. Each 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 DEIR.

Both projects are regulated by the NPDES administered by RWQCB. Because each 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: Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

Potential Impact: Urban runoff from the commercial and employment center 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). 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. Neither the Gateway West Business Park nor the Friedman Retail Development projects will 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. Neither the Gateway West Business Park nor the Friedman Retail Development projects will change the quantity of groundwater. Both projects will obtain water from the City, which draws water from surface sources.

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

Answer: No. Neither the Gateway West Business Park nor the Friedman Retail Development projects will alter the direction or rate of flow of groundwater. Both projects will obtain water from the City, which draws water from surface sources.

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

Answer: Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

Potential Impact: Both the Gateway West Business Park Project and the Friedman Retail Development Project would result in an increase in pollutants from urban uses in the area. However, the projects will

reduce the area of permeable soil. Therefore, impacts of pollutants contributed by the project are likely to be concentrated as runoff and not as recharge of the groundwater supply. Detention Basins 7a and 8c provide 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. Surface water supplies are sufficient to serve the Gateway West Business Park and Friedman Retail Development projects.

5. Air Quality

Would the proposal:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact
a) Violate any air quality standard or contribute to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Expose sensitive receptors to pollutants?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Alter air movement, moisture, or temperature, or cause any change in climate?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create objectionable odors?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 potentially significant adverse impacts of the proposed project. The Significance Criteria were revised on 28 March 2002. 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 in Table 10.

Table 10. Air Quality Thresholds of Significance.

	ROG	NO _x	PM ₁₀
Phase I – Grading Activities	N/A	85 ppd	275 ppd
Phase II – Construction Activities	N/A	85 ppd	275 ppd
Operational Phase – Long Term Emissions	65 ppd	65 ppd	275 ppd

N/A = Not applicable

ppd = pounds per day

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 carbon monoxide (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.

- o Carcinogenic or toxic contaminant emissions that exceed or contribute to an exceedance 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

o Office Park	290,000 square feet
o Quality Restaurant	34,000 square feet
o Fast Food Restaurant	5,000 square feet
o Shopping Center	30,000 square feet
o Motel	375 rooms

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 commercial 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 gases (ROG) and nitrogen oxides (NO_x) combine to form ozone.

The SGPU DEIR identified urban emission sources in the Sacramento Valley as the primary source of air quality problems (SGPU DEIR, Z-6). The NNCP area comprises 14.4% of the SGPU DEIR area (SGPU DEIR, Z-16). The SGPU DEIR found that, at the time of the SGPU DEIR'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 DEIR 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 DEIR, Z-59). The SGPU DEIR states that (SGPU DEIR, Z-60), "Traffic-related emission increases associated with build out of the SGPU DEIR would worsen existing ozone problems in the Sacramento region. This represents an unavoidable significant adverse impact."

The SGPU DEIR found that, at the time of the SGPU DEIR'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 DEIR, 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 DEIR build out (SGPU DEIR, Z-52). Violations of CO air quality standards are also expected at congested intersections of major arterials in North Natomas (SGPU DEIR, Z-69). The SGPU DEIR states that (SGPU DEIR, 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 Gateway West and Cambay West PUD Development Guidelines provide an Air Quality Mitigation Strategy that includes a 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. The trees will provide an attractive shade canopy over pedestrians and cyclists using the sidewalks.

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. Table 11 compares the state air quality standards with the federal standards.

Table 11. Ambient Air Quality Standards.

Pollutant	Averaging Time	California	National
Ozone	1-hour	0.09 ppm	0.12 ppm
Carbon Monoxide	8-hour	9.0 ppm	9.0 ppm
Nitrogen Dioxide	1-hour	20.0 ppm	35.0 ppm
	Annual	N/A	0.05 ppm
Sulfur Dioxide	1-hour	0.25 ppm	N/A
	Annual	N/A	0.03 ppm
	24-hour	0.05 ppm	0.14 ppm
Suspended Particulates (PM ₁₀)	1-hour	0.25 ppm	N/A
	Annual Average ¹	30 µg/m ³	50 µg/m ³
	24-hour	50 µg/m ³	150 µg/m ³
Sulfates	24-hour	25 µg/m ³	N/A
Lead	30-day average	1.5 µg/m ³	N/A
	Calendar quarter	N/A	1.5 µg/m ³
Hydrogen Sulfide	1-hour	0.03 ppm	N/A
Vinyl Chloride	24-hour	0.010 ppm	N/A
Visibility Reducing Particles	1-observation	Visibility <10 miles	

¹ The state PM₁₀ standard is for the geometric mean of all measurements. The federal standard is based upon arithmetic mean of all measurements.

ppm = parts per million. µg/m³ = micrograms per cubic meter. N/A = Not applicable.

Source: California Air Resources Board, California Air Quality Data, Annual Summary, Vol. XX, 1989.

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 PM₁₀ 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 DEIR includes the following goals and policies that pertain to air quality management (SGPU DEIR, 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.

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 PM₁₀ 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: Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact. The Sacramento Valley Air Basin is a non-attainment area for ozone precursors (ROG and NO_x), PM₁₀, and CO. Both projects will contribute ROG, NO_x, PM₁₀, 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 PM₁₀. Table 12 compares the proposed projects with the SMAQMD Significance Criteria Trigger Levels.

Table 12. The Proposed Project and the SMAQMD Significance Criteria Trigger Levels

Land Use	Trigger Level	Proposed Project	Percent Over
Office Park	290,000 square feet	731,000 square feet	66%
Shopping Center	30,000 square feet	107,700 square feet	39%

The proposed projects exceed the Significance Criteria Trigger Levels by more than the 10% allowed in the Manual (SMAQMD, A-3). This eliminates 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).

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 PM₁₀ (personal communication, P. Stafford).

- 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 construction plans will show that the construction contractor shall maintain a fifteen-mile per hour speed limit on all dirt roads within the project site.
- MM 5-6 Prior to approval, all construction plans will show that the construction contractor shall stabilize all construction entrances to the site pursuant to the Administrative and Technical Procedures Manual for Grading and Erosion and Sediment Control to reduce or eliminate the tracking of sediment onto public rights-of-way or streets.
- MM 5-7 The construction contractor shall maintain construction equipment (stationary and mobile) in optimum running condition.
- MM 5-8 Prior to the issuance of a grading permit, the developer shall submit to the City of Sacramento Planning and Public Works Department an air quality mitigation strategy plan for review and approval that identifies current air quality measures that result in construction fleet emission reductions necessary to achieve ROG and NO_x. These measures may include, but are not limited to, the following:
 - Use of heavy duty off road vehicle equipment that will achieve NO_x and particulate matter reduction;
 - Exhaust from off-road diesel powered equipment will not exceed 40% opacity; and
 - Appropriate documentation and/or on-site monitoring as deemed acceptable to the City of Sacramento.

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 PM₁₀. As shown in Table 9, the proposed projects, with the exception of the quality restaurant and hotel/motel uses, exceed the

Significance Criteria Trigger Levels by more than the 10% allowed in the Manual (SMAQMD, A-3). This eliminates 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 PM₁₀. As shown in Table 9, the proposed projects, with the exception of the quality restaurant and hotel/motel uses, exceed the Significance Criteria Trigger Levels by more than the 10% allowed in the Manual (SMAQMD, A-3). This eliminates the necessity to estimate potential emissions.

The SGPU DEIR 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 DEIR, Z-59). The SGPU DEIR states that, "Traffic-related emission increases associated with build out of the SGPU DEIR would worsen existing ozone problems in the Sacramento region. This represents an unavoidable significant adverse impact (SGPU DEIR, Z-60)." Violations of CO air quality standards are also expected at congested intersections of major arterials in North Natomas (SGPU DEIR, Z-69). The SGPU DEIR 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 DEIR, Z-69)."

Of the 77.85 combined acres of the Gateway West Business Park and Friedman Retail Development project sites, the SGPU DEIR designates 77.5 acres for Regional Commercial and Offices. The Friedman Retail Development Project proposes an amendment of the SGPU DEIR to designate 0.35 acre of Low Density Residential for Regional Commercial. The proposed project is consistent with the original SGPU DEIR land use designations. The SGPU DEIR planned for development of the site and found that air quality impacts are unavoidable.

The SGPU DEIR aims to reduce ROG, NO_x, PM₁₀, 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% reduction of emissions at build out. To achieve its goals, the City of Sacramento has implemented the TSM program, through SCC Title 17.184. Localized CO problems are alleviated through the implementation of the TSM program: traffic flow improvement measures, design, and arrangement of structures, parking, and landscaping. SCC Title 17.184.10 establishes the requirements for employers and developers to meet the 35% trip reduction goal by providing developments within North Natomas with additional measures to achieve a 50% reduction (an additional 15%) in each PUD. 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.

To achieve the 50% reduction, the City of Sacramento has approved an overall master TMP to assist development within the Gateway West and Cambay West PUD. Every "major project" in the PUD is required to obtain a TSM Plan permit subject to approval by the Planning Director and Traffic Engineer. A "major project" is a primary place of business for more than 100 employees based on the employee generation rates of 3.3 employees per 1,000 square feet. The Gateway West Business Park is expected to generate 2,746.26 employees and the Friedman Retail Development Project is expected to generate 780.12 employees. Therefore both projects are required to submit a TSM Plan per City Code (SCC Title 17.184).

Impact Significance: Less than significant. The project sites were evaluated in the SGPU DEIR for development as commercial and employment center 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: Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact. The U.S. EPA and the California Air Resources Board established ambient air quality standards. These projects 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 temporary CO emissions to the ambient air quality. As shown in Table 9, the proposed projects, with the exception of the quality restaurant and hotel/motel uses, exceed the Significance Criteria Trigger Levels by more than the 10% allowed in the Manual (SMAQMD, A-3). This eliminates the necessity to estimate potential CO emissions.

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 potentially significant 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 projects will contribute traffic volumes that will result in a likely violation of the state 1-hour standard and the federal and state 8-hour standards for CO. As shown in Table 9, the proposed project, with the exception of the quality restaurant and hotel/motel uses, exceed the Significance Criteria Trigger Levels by more than the 10% allowed in the Manual (SMAQMD, A-3). This eliminates 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 DEIR build out (SGPU DEIR, Z-52). Violations of CO air quality standards are also expected at congested intersections of major arterials in North Natomas (SGPU DEIR, Z-69). The SGPU DEIR states that (SGPU DEIR, 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 DEIR aims to reduce ROG, NO_x, PM₁₀, 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% reduction of emissions at build out. To achieve its goals, the City of Sacramento has implemented the TSM program, through SCC Title 17.184. Localized CO problems are alleviated through the implementation of the TSM program: traffic flow improvement measures, design, and arrangement of structures, parking, and landscaping. SCC Title 17.184.10 establishes the requirements for employers and developers to meet the 35% trip reduction goal by providing developments within North Natomas with additional measures to achieve a 50% reduction (an additional 15%) in each PUD. 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.

To achieve the 50% reduction, the City of Sacramento has approved an overall master TMP to assist development within the Gateway West and Cambay West PUD. Every "major project" in the PUD is required to obtain a TSM Plan permit subject to approval by the Planning Director and Traffic Engineer. A "major project" is a primary place of business for more than 100 employees based on the employee generation rates of 3.3 employees per 1,000 square feet. The Gateway West Business Park is expected to generate 2,746.26 employees and the Friedman Retail Development Project is expected to generate 780.12 employees. Therefore both projects are required to submit a TSM Plan per City Code (SCC Title 17.184).

Impact Significance: Less than significant. The project sites were evaluated in the SGPU DEIR for development as commercial and employment center 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: Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

Potential Impact: The proposed projects will increase 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 Gateway West and Cambay West PUD Development Guidelines, project design includes the planting of shade trees along all streets in the project area. The shade trees would help alleviate the potentially significant impact of rising temperatures.

Level of Significance: Less than significant.

Mitigation Measures: None required.

d) *Would the proposal create objectionable odors?*

Answer: Gateway West Business Park – Potential Impact. Friedman Retail Development – 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
a) Increased vehicle trips or traffic congestion?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Hazards to safety from design features (e.g., sharp curves or dangerous intersection) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Inadequate emergency access or access to nearby uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Insufficient parking capacity on-site or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Hazards or barriers for pedestrian or bicyclists?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Rail, waterborne, or air traffic impacts?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 five 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 a LOS D on freeway ramps 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 currently accessed from the project sites. The nearest I-5 freeway access from the project sites is Del Paso Road and the nearest I-80 freeway access from the project sites 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). Arena Boulevard is planned in the NNCP as an east-west arterial street (six lanes) that will provide an overpass over I-5. The planned Arena Boulevard bisects the Gateway West Business Park Project and provides the northern boundary for the Friedman Retail Development site. Duckhorn Boulevard is a planned north-south collector street (four lanes) that will border the Gateway West Business Park Project to the west and the Friedman Retail Development site to the east.

The Sacramento Regional Transit District (RT) is planned to serve the project study area. Bus routes on Arena Boulevard will provide bus transit service to the project study area.

Regulatory Setting

City of Sacramento General Plan

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

Overall Goals (SGPU DEIR, 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 DEIR, 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 DEIR, 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 DEIR, 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 DEIR, 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 DEIR, 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 DEIR, 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 DEIR, 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, do not 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: Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact

Potential Impacts: Both the Gateway West Business Park and the Friedman Retail Development projects will increase traffic. The City of Sacramento Public Works Department determined that a traffic and circulation study would not be required for these projects because the "Transportation and Circulation Study for Gateway West Business Park" prepared by DKS Associates for the Gateway West Business Park PUD application adequately addressed potential impacts. The proposed project is consistent with the land use evaluated in the adopted Gateway West Business Park PUD IS/ND. The project is consistent with land use designated in the SGPU DEIR, NNCP, and the associated Traffic Impact Study.

The proposed projects 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). 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 projects are consistent with the adopted planning documents and the funding mechanism to implement traffic mitigation measures is in place, the contribution of traffic from the proposed projects 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. Neither the Gateway West Business Park Project nor the Friedman Retail Development Project propose sharp curves, dangerous intersections, or incompatible uses.

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

Answer: No. Existing road infrastructure provides adequate emergency access to both the Gateway West Business Park and Friedman Retail Development project sites. New driveways from Duckhorn Drive and Arena Boulevard to the project sites will be designed to the satisfaction of the Sacramento Fire Department.

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

Answer: No. To obtain the Special Permit for the office buildings proposed for the Gateway West Business Park Project, the project must provide not less than one parking space per 400 square feet (540 spaces) and not more than one parking space per 275 square feet (785 spaces) for the office uses. The Gateway West Business Park Project will provide 785 parking spaces (1:275).

To obtain the Special Permit for the shopping center proposed for the Friedman Retail Development Project, the project must provide one parking space per 250 square feet (396 spaces). The Friedman Retail Development Project will provide 457 parking spaces (1:217).

The Planning and Building Department has determined that both projects comply with SCC Title 17.64.050 F. and are consistent with the handicap-parking requirement.

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

Answer: No. Neither the Gateway West Business Park Project nor the Friedman Retail Development Project will result in hazards or barriers for pedestrian or bicyclists. Improvements, consistent with the Gateway West and Cambay West PUD Development Guidelines include sidewalks and bike lanes and trails. Bicycle parking is included with each project.

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

Answer: No. Both the Gateway West Business Park and the Friedman Retail Development projects are consistent with the plans identified in the SGPU DEIR and NNCP. The Planning and Building Department has determined that the project complies with SCC Title 17.64.050 and is consistent with the bicycle-parking requirement.

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

Answer: No. Neither project is located near railways, navigable waterways, or within an airport overlay zone.

7. Biological

Would the proposal result in impacts to:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact
a) Endangered, threatened, or rare species or their habitats (including, but not limited to, plants, fish, insects, animals, and birds)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Locally designated species (e.g., heritage trees)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Locally designated natural communities (e.g., oak forest, coastal habitat, etc.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Wetland habitat (e.g., marsh, riparian, and vernal pool)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Wildlife dispersal or migration corridors?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Sycamore Environmental Consultants, Inc, (Sycamore Environmental) conducted a field survey of the project study area on 18 January 2002. Jones and Stokes Associates, Inc (Jones and Stokes) conducted biological studies for this project and prepared, *Biological Resources Assessment for Gateway West Business Park LLC* (Jones and Stokes 1997a) and *Additional Information Supporting Cultural and Biological Resource Assessment for Gateway West Business Park* (Jones and Stokes 1997b). Foothill Associates conducted a jurisdictional wetland delineation of the study area (Foothill Associates 1997). The project study area of all four surveys and assessments included both the Gateway West Business Park Project and the Friedman Retail Development Project sites.

Elevation of the project study area is approximately 15 ft above sea level and the topography is nearly level. The project site has been used for agricultural purposes. The Gateway West Business Park site is located west of Interstate 5 (I-5) between the northeast and southeast corners of Arena Boulevard and Duckhorn Drive. The Friedman Retail Development site is located south of Arena Boulevard and west of Duckhorn Drive. Residential development occurs west and south of the project sites. Land north and south of the Gateway West Business Park Project site is currently vacant. Land south of the Friedman Retail Development is vacant and north is residential.

Plants

The majority of the study area consists of tilled fallow fields, comprised of nonnative ruderal vegetation. Plant species observed within the project study area include yellow star-thistle (*Centaurea solstitialis*), milk thistle (*Silybum marianum*), common groundsel (*Senecio vulgaris*), Bermuda grass (*Cynodon dactylon*), cocklebur (*Xanthium strumarium*), and prickly lettuce (*Lactuca serriola*). A list of plant species observed is provided in Table 13.

No trees that qualify for protection under the City of Sacramento Heritage Tree Ordinance (SCC Title 12, chapters 12.64.10 – 12.64.70) occur in the study area.

Table 13. Plant Species Observed.

FAMILY	SCIENTIFIC NAME	COMMON NAME	*
DICOTS			
Asteraceae	<i>Centaurea solstitialis</i>	Yellow star-thistle	I
	<i>Cichorium intybus</i>	Chicory	N
	<i>Helianthus annuus</i>	Sunflower	N
	<i>Lactuca serriola</i>	Prickly lettuce	I
	<i>Picris echioides</i>	Bristly ox-tongue	I
	<i>Senecio vulgaris</i>	Common groundsel	I
	<i>Silybum marianum</i>	Milk thistle	I
	<i>Xanthium strumarium</i>	Cocklebur	N
	Brassicaceae	<i>Brassica nigra</i>	Black mustard
<i>Raphanus sativus</i>		Radish	I
Fabaceae	<i>Medicago sativa</i>	Alfalfa	I
	<i>Trifolium hirtum</i>	Rose clover	I
	<i>Vicia sp.</i>		-
Geraniaceae	<i>Geranium molle</i>	Cranesbill	I
Malvaceae	<i>Malva sp.</i>	Mallow	I
Onagraceae	<i>Ludwigia peploides ssp. peploides</i>	Water primrose	N
Oxalidaceae	<i>Oxalis corniculata</i>		I
Polygonaceae	<i>Polygonum sp.</i>	Knotweed	I
	<i>Rumex crispus</i>	Curly dock	I
Portulacaceae	<i>Claytonia sp.</i>		N
Primulaceae	<i>Anagallis arvensis</i>	Scarlet pimpernel	I
Rosaceae	<i>Prunus sp.</i>		I
Salicaceae	<i>Salix gooddingii</i>	Goodding's black willow	N
MONOCOTS			
Cyperaceae	<i>Cyperus esculentus</i>	Nutsedge	N
	<i>Scirpus sp.</i>		-
Juncaceae	<i>Juncus balticus</i>	Rush	N
Poaceae	<i>Avena barbata</i>	Slender wild oat	I
	<i>Cynodon dactylon</i>	Bermuda grass	I
	<i>Lolium multiflorum</i>	Annual ryegrass	I
	<i>Phalaris sp.</i>		-
	<i>Sorghum halepense</i>	Johnsongrass	I
Typhaceae	<i>Typha latifolia</i>	Broad-leaved cattail	N

* 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*), white-tailed kite (*Elanus leucurus*), loggerhead shrike (*Lanius ludovicianus*), rock dove (*Columba livia*), California gull (*Larus californica*), great egret (*Casmerodius albus*), and black-tailed hare (*Lepus californicus*). No raptor nests were observed within or adjacent to the project study area. No amphibian or reptile species were observed. A list of wildlife species observed during biological surveys is presented in Table 14.

Table 14. Wildlife Species Observed.

COMMON NAME	SCIENTIFIC NAME
BIRDS	
American crow	<i>Corvus brachyrhynchos</i>
American kestrel	<i>Falco sparverius</i>
Black phoebe	<i>Sayornis nigricans</i>
Brewer's blackbird	<i>Euphagus cyanocephalus</i>
California gull	<i>Larus californicus</i>
Great egret	<i>Casmerodius albus</i>
Loggerhead shrike	<i>Lanius ludovicianus</i>
Mourning dove	<i>Zenaidura macroura</i>
Northern harrier	<i>Circus cyaneus</i>
Ring-necked pheasant	<i>Phasianus colchicus</i>
Rock dove	<i>Columba livia</i>
Tricolored blackbird	<i>Agelaius tricolor</i>
Turkey vulture	<i>Cathartes aura</i>
Western meadowlark	<i>Sturnella neglecta</i>
Western scrub-jay	<i>Aphelocoma californica</i>
White-tailed kite	<i>Elanus leucurus</i>
MAMMALS	
Black-tailed hare	<i>Lepus californicus</i>

Special-Status Species

A computerized search of the California Natural Diversity Data Base (CNDDB/ RareFind report, 4 April 2002) was conducted for the Taylor Monument quad. A RareFind Summary Report for this quad is presented in Appendix C. 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. 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 D.

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

- Special animals. July 2002. (DFG 2002a)
- Special vascular plants, bryophytes, and lichens list. July 2002. (DFG 2002b)
- State and federally listed endangered and threatened animals of California. July 2002. (DFG 2002c)
- State and federally listed endangered, threatened, and rare plants of California. July 2002. (DFG 2002d)

Table 15 lists 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 15. Special-status Species Evaluated.

Special-Status Species	Common Name	Federal/ State Status ^a	USFWS/ DFG/ Other Codes ^b	Source ^c	Observed?
Birds					
<i>Athene cucularia</i>	Western burrowing owl	--/—	SC/CSC/--	1,2	No
<i>Buteo swainsoni</i>	Swainson's hawk	--/T	--/—	1,2	No
<i>Charadrius montanus</i>	Mountain plover	PT/--	--/CSC/--	1	No
<i>Elanus leucurus</i>	White-tailed kite	--/—	--/FP	1,3	Yes
<i>Lanius ludovicianus</i>	Loggerhead shrike	SC/--	--/CSC/--	1,3	Yes

^a Listing Status

Federal status determined from USFWS letter. State status determined from DFG (2002c,d). Codes used in table are as follows:

E = Endangered; T = Threatened; P = Proposed; C = Candidate; R = California Rare; * = Possibly extinct.

^b USFWS/DFG/Other Codes

Other codes determined from USFWS letter; DFG (2002a,b); and CNPS (2001). Codes used in table are as follows:

SC = USFWS Species of Concern; 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 CNDDDB/ RareFind. 3 = Observed by Sycamore Environmental.

Wetlands and Waters of the United States

A jurisdictional wetland delineation of the project study area was conducted in 1997 (Foothill Associates 1997). No wetlands were delineated within the Gateway West Business Park and Friedman Retail Development sites.

Sensitive Natural Communities

Sensitive natural communities are rare communities recognized by the Natural Diversity Data Base. 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).
- Fish and Wildlife Coordination Act (16 U.S.C. 661-666).
- 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).
- Migratory Bird Treaty Act of 1918 (16 U.S.C. 703-711).
- City of Sacramento Heritage Tree Ordinance (SCC Title 12, Chapters 12.64.10 – 12.64.70)

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).

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

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 five 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).

Other Special-Status Species Classifications

California species of special concern (CSC), species listed on California Native Plant Society lists 1B and 2 (CNPS 2001), 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.

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) 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.

On 15 May 2001, the same court granted a motion modifying the Order of 15 August 2000 to allow incidental take protection for limited development within the City with the provision of mitigation land in specific areas

of the Natomas Basin. The new order was based upon a settlement agreement entered into by all parties to the litigation.

The Settlement Agreement allows a maximum of 1,668 acres of development in North and South Natomas. Under the agreement the City can issue grading permits for up to 1,068 acres (Phase 1) with these requirements in place: 1) HCP mitigation fees have been paid; 2) A biological pre-construction survey has been completed; and 3) grading must be accomplished during the grading season of May 1 to Sept 30th; 4) the developer must comply with all applicable mitigation measures; and, 5) the developer must sign a Grading Agreement that identifies requirements of the Settlement Agreement to which the project must comply. After grading permits have been issued for up to 1,068, the remaining 600 acres (phase 2) require: 1) ½ acre of mitigation land shall have been acquired for each acre authorized for disturbance under Phase 2, 2) City will replace the 200 acre "cushion"; and 3) development under the settlement agreement shall not exceed 1,360 acres until at least 250 acres of mitigation land have been acquired within Zone 1.

No part of the Gateway West Business Park or Friedman Retail Development projects are included in the 1,668 acres identified in Exhibit A of the Agreement to Settle Litigation. Therefore, the project may not proceed until such time that the City obtains a revised ITP or the applicant has mitigated for the project individually.

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: Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

Potential Impact: The proposed projects are not anticipated to adversely affect the species or habitat of the species listed in Table 12 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

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.

HABITAT PRESENT IN STUDY AREA? Yes. The project site provides potential foraging habitat. This species was not observed during field surveys.

POTENTIAL IMPACT: Potential foraging habitat for Swainson's hawk occurs within the project study area. The combined Gateway West Business Park and Friedman Retail Development projects would convert approximately 77.85 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 0.65 mile northeast 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 cause nest abandonment or forced fledging during the breeding season (1 March to 15 September), the impact would be considered potentially significant. Implementation of mitigation measures will reduce impacts to Swainson's hawk to 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. Suitable nest sites include 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 are two records for this species on the Taylor Monument quad. This record occurs adjacent to the southwest side of the project study area.

HABITAT PRESENT IN STUDY AREA? Yes. Foraging habitat for this species occurs within the study area. No potential burrowing owl burrows were observed within the study area during the 18 January 2002 survey. No burrowing owls were observed within the project study area.

DISCUSSION/ POTENTIAL IMPACT: The combined Gateway West Business Park and Friedman Retail Development projects would eliminate all foraging habitat for this species within the study area. 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.

Loggerhead shrike (*Lanius ludovicianus*)

HABITAT AND BIOLOGY: Resident in lowlands and foothills. Prefers open grasslands or scrub with shrubs or trees and low, sparse herbaceous cover with perches available (fences, posts, utility lines). Nests in densely foliated shrubs or trees. Critical nesting season in California is March-August. Eats mostly insects; also takes birds, mammals, fish, reptiles, amphibians, carrion, and small invertebrates (Zeiner et al. 1990a).

RANGE: Widespread throughout California except at higher elevations. Rarely found in the Coastal Range north of Mendocino (Zeiner et al. 1990a).

CNDDB/ RAREFIND RECORDS: There are no records for loggerhead shrike on the Taylor Monument quad.

HABITAT PRESENT IN STUDY AREA? Yes. The plowed grassland within the study area provides foraging habitat for this species. This species was observed foraging within the study area during the 18 January 2002 survey. No nesting habitat for this species occurs within the study area.

POTENTIAL IMPACT: The combined Gateway West Business Park and Friedman Retail Development projects would eliminate 77.85 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 mitigation measures will reduce impacts to loggerhead shrike to 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 field surveys.

POTENTIAL IMPACT: The combined Gateway West Business Park and Friedman Retail Development projects would eliminate 77.85 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 mitigation measures will reduce impacts to mountain plover to less than significant.

White-tailed kite (*Elanus leucurus*)

HABITAT AND BIOLOGY: This species feeds on small diurnal mammals, birds, insects, reptiles, and amphibians in open grasslands, wetlands, and farmlands. Nests in trees near foraging areas. Nests usually constructed 20-100 ft above ground. It is a yearlong resident of California. It breeds from February to October (Zeiner et al. 1990a).

RANGE: Inhabits most open habitats in coastal and valley lowlands in California (Zeiner et al. 1990a).

CNDDB/ RAREFIND RECORDS: There are no records for this species on the Taylor Monument quad.

HABITAT PRESENT IN STUDY AREA? Yes. Foraging habitat for this species occurs within the project study area. Fallow fields comprised of nonnative annual grassland vegetation provide foraging habitat for this species. No trees that could provide suitable nest sites occur within the project study area. This species was observed foraging within the study area during the 18 January 2002 survey.

POTENTIAL IMPACT: The combined Gateway West Business Park and Friedman Retail Development projects would eliminate 77.85 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 mitigation measures will reduce impacts to white-tailed kite to less than significant.

Species Covered by the NBHCP ITP

Level of Significance: Less than significant with mitigation implementation.

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

MM 7-1 For previously disturbed lands where the applicable mitigation fees were paid to the Natomas Basin Conservancy prior to 16 August 2000 and a grading permit obtained, no additional mitigation shall be required for impacts to biological resources. For all other lands within the Project, the following measure shall apply in order to mitigate for potential impacts to the Swainson's hawk, western borrowing owl, mountain plover, loggerhead shrike, and white-tailed kite (collectively the "Covered Species"):

Prior to issuance of a grading permit, the applicant shall satisfy one of the following:

- (1) If legally permissible under the NBHCP Litigation Settlement Agreement, as such Agreement may be amended, revised, extended or modified, the applicant shall pay all required HCP fees under the Settlement Agreement, and otherwise observe all requirements of the Settlement Agreement and associated documents.
- (2) If a revised NBHCP has been adopted by all required agencies, applicant will obtain coverage under the City's ITP and/or Section 2081 Management Authorization by entering into a Development Agreement with the City, by paying all required HCP fees and complying with all requirements of the NBHCP.
- (3) If a revised NBHCP is not in place, the applicant shall obtain and provide evidence to the City of a project specific ITP and/or Section 2081 Management Authorization from the California Department of Fish and Game and the U.S. Fish and Wildlife Service as necessary for the Covered Species.

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

Answer: No. No locally designated species occur within the study area.

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

Answer: No. 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 delineated in the project study area.

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

Answer: No. No migration corridors or dispersal habitat occur within the project study area.

8. Hazards

Would the proposal involve:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact
a) A risk of accidental explosion or release of hazardous substances (including, but not limited to, oil, pesticides, chemicals, or radiation)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Possible interference with an emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) The creation of any health hazard or potential health hazard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Exposure of people to existing sources of potential health hazards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Increased fire hazard in areas with flammable brush, grass, or trees?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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 Gateway West Business Park Partnership, Vicinity of Del Paso Road and El Centro Roads, Sacramento, California” in 1996. 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 the project site is vacant (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, 20). 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 abandoned (Wallace – Kuhl, 21).

Wallace – Kuhl found no persistent residual organochlorine pesticide concentrations (DDT) in the surficial soils in the project sites. Wallace – Kuhl concludes on page 21 that additional soils sampling and testing is not necessary.

No known regional hazardous material impairment to groundwater quality in the area of the property was identified (Wallace – Kuhl, 21). 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

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 five 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.

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: Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact. Construction of the proposed projects 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 NPDES permit program regulate both projects. 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 Hazardous Waste Operations and Emergency Response (HAZWOPER) standard 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: Both the Gateway West Business Park Project and the Friedman Retail Development 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.

These projects are 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: A gas station has been proposed for the Friedman Retail Development Project. An accidental spill of gasoline, in greater or lesser quantities, could expose people to significant health risks including increased risk of explosion and/or fire.

The City of Sacramento will condition the gas station to be designed and constructed in accordance with all applicable building, fire, and safety code requirements. Furthermore, operation of the gas station is 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 be filed with the Sacramento Fire Department that includes a list of all the potentially hazardous materials, the maximum amounts of the materials, and how and where the materials would be stored.

Level of Significance: Adherence to applicable building, fire, and safety codes and to 40 CFR 372, 29 CFR 1910, will reduce 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. Neither the Gateway West Business Park Project nor the Friedman Retail Development Project will interfere with an emergency response or emergency evacuation plan. Driveways leading from Duckhorn Drive and Arena Boulevard to the project sites will be built to the satisfaction of the Sacramento Fire Department. Existing road infrastructure provides adequate emergency access to both sites.

- c) *Would the proposal involve the creation of any health hazard or potential health hazard?*

Answer: No. Neither the Gateway West Business Park Project nor the Friedman Retail Development Project involves the creation of any health hazard or potential health hazard.

- d) *Would the proposal involve exposure of people to existing sources of potential health hazards?*

Answer: Gateway West Business Park – Potential Impact. Friedman Retail Development – 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 the period between rice field production and conversion to urban uses would result in a profusion of mosquitoes. 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 projects 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. Both the Gateway West Business Park and Friedman Retail Development projects will be maintained and will not create a fire hazard of flammable brush, grass, or trees.

9. Noise

Would the proposal result in:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact
a) Increases in existing noise levels?			
- Short-term	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
- Long-term	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of people to severe noise levels?			
- Short-term	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
- Long-term	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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 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). The City of Sacramento considers only outdoor congregation areas of office buildings to be noise-sensitive. Parking lots, landscape areas, walkways, and other similar areas are not considered noise-sensitive.

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 DEIR 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 DEIR, 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

Brown-Buntin Associates, Inc. (BBA) prepared an "Acoustical Analysis for Gateway West Development, Sacramento, California" in 1997 (BBA 1997). The purpose of the analysis was to determine potential noise impacts to the proposed single-family residential areas from Interstate 5 (I-5). The results of the analysis were

used to support the Initial Study for the Gateway West PUD IS/ND. BBA determined that the office uses would occur within the 65 dB L_{dn} contour (BBA 1997 5).

BBA prepared an "Acoustical Analysis for Gateway West Lots A, B, K, L, and M in Sacramento, California" in 2002 (BBA 2002). The purpose of the second study was to evaluate the existing noise impacts on the office buildings on Lots A, B, L, and M of the Gateway West Business Park Project and noise resulting from the supermarket land use proposed for Lot K of the Friedman Retail Development Project. The acoustical analysis is provided as an attachment to this IS (Appendix E). Since the completion of the BBA 2002 report, the design of the Gateway West Business Park project changed. The City sent copies of the changed project design to BBA to determine if a revised acoustical analysis would need to be prepared. After comparing the original design with the current design, it was BBA's professional opinion that additional analysis is not required (personal communication, Bill Thiessen, BBA).

The major noise source affecting the proposed office building is traffic on I-5. The FHWA Highway Traffic Noise Prediction Model was used to calculate future (2015) traffic noise levels (BBA 2002 1). The traffic data used in BBA 1997 was used to calculate traffic noise levels. Figure 1 in BBA 2002 (Appendix D) shows the Year 2015 65 dB L_{dn} traffic noise contour on unimproved (without structures) Lots A, B, L, and M (BBA 2002 2).

The project site is 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

City of Sacramento General Plan

The following goals and policies in the SGPU DEIR Health and Safety Element direct City planning decisions and are applicable to the proposed project (SGPU DEIR, C-65):

Goal A: Future development should be compatible with the projected year 2015 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: Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact. The proposed projects will contribute short-term and long-term noise to the existing Community Noise Environment.

Potential Impact: Construction of both projects 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 supermarket proposed for the Friedman Retail Development Project will generate noise that could impact the single-family residential units adjacent to the southern boundary of the project study area. No specific data about the type of supermarket, truck delivery information, and data concerning the type and number of mechanical equipment noise sources were available to BBA for the preparation of its acoustical analysis. BBA assumed that the proposed supermarket would be similar to a SaveMart Supermarket in Clovis, CA that it had previously analyzed (BBA 2002 5). The location of the proposed supermarket in relation to the adjacent residential area is shown on Figure 3 in BBA 2002 (Appendix E.)

Truck deliveries could result in noise impacts to the residential dwelling units adjacent to the project site. The truck loading dock will be located on the south side of the market. About 11 truck deliveries were assumed for a typical day. BBA estimated that six tractor/trailers (including one refrigeration truck) and five light trucks would make deliveries to the supermarket at any hour per day (BBA 2002 5). Each truck would travel to the loading dock area, turn around, and then return the same way. Each truck would therefore pass the single-family homes. Table 17 shows reference noise levels for typical passbys of trucks in terms of the Sound Exposure Level (SEL) at a reference distance of 100 feet (BBA 2002 5). The approximate distance from trucks to the nearest homes is approximately 40 feet (BBA 2002 5).

Table 17. Reference Noise Levels for Slowly Moving Trucks

Truck Type	SEL, dB at 100 feet
Heavy Truck	80.0
Heavy Truck w/Refrigeration Unit	81.0
Light Truck	67.4

Source: Measurements conducted by BBA at locations in Ceres, Fresno, and Visalia, CA (BBA 2002 5)

To determine truck noise levels in terms of the L_{dn} , BBA used the following standard formula: $L_{dn} = \text{mean SEL} + 10 \log N_{eq} - 49.4$ where the mean SEL's are shown on Table 10 at 100 feet. N_{eq} is the equivalent number of truck trips during a typical busy day determined by adding 10 times the number of nighttime trips (10 P.M. - 7 A.M.), and the number 49.4 is a time constant equal to $10 \log$ the number of seconds in the day.

The noise level in terms of L_{dn} at 100 feet is approximately 48 dB (BBA 2002 7). BBA assumed that noise from slowly moving trucks would diminish at the standard rate of 6 dB/doubling of distance. At 40 feet, which represents the nearest homes, the L_{dn} would be about 56 dB (BBA 2002 7). This level is less than the City's 60 dB L_{dn} compatibility standard.

Level of Significance: Less than significant.

Mitigation Measures: None required.

Potential Impact: The loading dock of the supermarket proposed for the Friedman Retail Development Project could result in noise impacts on the single-family residential units adjacent to the southern boundary of the project study area. The loading dock will be located near the southeast corner of the store, approximately 70 feet from the nearest residences. Noise sources at the loading dock could include banging and clanging of metal doors and other equipment, heavy trucks and step vans coming and going, refuse trucks passing by, talking and joking employees, and P.A. systems (BBA 2002 7). For a typical day that assumes two heavy trucks arriving, unloading and then departing, the hourly average (L_{eq}) noise level is approximately 64 dBA at 90 feet (BBA 2002 7).

To determine loading dock noise in terms of the L_{dn} , BBA assumed one truck delivery per hour for six hours per day (BBA 2002 7). BBA assumed further that the loading docks would be used for three hours during the daytime (7:00 A.M. - 10:00 P.M.) and three hours at night (10:00 P.M. - 7:00 A.M.) (BBA 2002 7). For one of the nighttime deliveries it was assumed that one of the trucks would be a refrigerated truck. BBA determined that the loading dock L_{dn} is approximately 61 dB (BBA 2002 8). At 70 feet, the L_{dn} is about 63 dB (BBA 2002 8). This level exceeds the City's 60 dB L_{dn} compatibility standard.

Level of Significance: Less than significant with mitigation incorporation.

Mitigation Measures:

MM 9-1 The project applicant shall provide for the design and construction of an eight-foot-high sound wall along the south perimeter of the project site.

Level of Significance After Mitigation: Less than significant. Implementation of an eight-foot-high sound wall would reduce truck and loading dock noise levels to approximately 59 dB (BBA 2002 8).

Potential Impact: Air conditioning units and other rooftop mechanical equipment planned for the supermarket proposed for the Friedman Retail Development Project is not expected to result in noise impacts to the residential units adjacent to the project site (BBA 2002 8). Rooftop mechanical equipment will be shielded from view at the nearest residences.

Level of Significance: Less than significant.

Mitigation Measures: None required.

b) Would the proposal result in exposure of people to severe noise levels?

Answer: Neither project would expose people to severe noise levels in the short term. However, the Gateway West Business Park Project could expose people to severe noise levels in the long term.

Potential Impact: Noise generated by I-5 could impact outdoor congregation areas (plazas) of the three northern most office buildings seeking a Special Permit with the Gateway West Business Park Project. The plazas are identified as Plaza A, Plaza B, and Plaza C on Figure 2 of BBA 2002 (Appendix D). BBA determined that the location of the plazas between the office buildings would provide partial shielding of traffic noise (BBA 2002 2). The resulting future noise exposure at plazas A, B, and C will be 68, 69, and 69 dB L_{dn} , respectively (BBA 2002 2). These noise levels exceed the City's 65 dB L_{dn} compatibility standard.

Level of Significance: Incorporation of the following mitigation measure would reduce potentially significant impacts to less than significant.

Mitigation Measures:

MM 9-2 The project applicant shall provide for the design and construction of six-foot-high sound walls located along the north, east, and west sides of plazas A, B, and C.

Level of Significance After Mitigation: Less than significant. Table 18 lists the resulting noise level in plazas A, B, and C from implementation of the minimum wall heights.

Table 18. Resulting Noise Levels from Minimum Wall Heights

Plaza	Location	Noise Level Without Wall	Required Wall Height – Resulting Noise Level
A	Between Buildings A and B	68 dB L_{dn}	6 feet – 62 dB L_{dn}
B	Between Buildings B and C	69 dB L_{dn}	6 feet – 64 dB L_{dn}
C	Between Buildings B and C	69 dB L_{dn}	6 feet – 64 dB L_{dn}

Source: (BBA 2002 2)

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
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Maintenance of public facilities, including roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other governmental services?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 Gateway West Business Park site is located west of Interstate 5 (I-5) between the northeast and southeast corners of Arena Boulevard and Duckhorn Drive. The Friedman Retail Development site is located south of Arena Boulevard and west of Duckhorn Drive. The projects are located within the Gateway West Business Park and Cambay West PUD. The proposed project does not change the land use designated by the City approved Gateway West Business Park and Cambay West PUD.

Fire Protection Service

The Sacramento Fire Department Engine Company 15 serves the project study area (SGPU DEIR, 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 DEIR, M-2). The service radius for Engine Company 15 is 2 miles and its average response time is 4 minutes (SGPU DEIR, M-1).

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 DEIR, L-1). Police Department recommended standards for officers per capita is two per 1,000 residents (SGPU DEIR, L-5). The proposed project would not be considered a special generator (land uses requiring additional security).

Regulatory Setting

City of Sacramento General Plan

The goals and policies in the SGPU DEIR Public Facilities and Services Element direct City planning decisions for fire and police protection and schools (SGPU DEIR, C-56 – C-60).

North Natomas Community Plan

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 improvements provided for in the NNCP. Guarantees for this shall be via development agreements or other means acceptable to the City staff (NNCP, 92).

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.

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 through a funded program, or as a condition of approval for the project.

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: Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

Potential Impact: The proposed projects are not expected to significantly impact fire services. The public services needed for the NNCP area have been planned for within the NNCP and the costs of these services will be funded through the North Natomas Financing Plan. The proposed projects participate in the North Natomas Financing Plan as a planning condition of development of the Gateway West Business Park and Cambay West PUD.

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: Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

Potential Impact: The proposed projects are not expected to significantly impact police services. The public services needed for the NNCP area have been planned for within the NNCP and the costs of these services will be funded through the North Natomas Financing Plan. The proposed projects participate in the North Natomas Financing Plan as a planning condition of development of the Gateway West Business Park and Cambay West PUD.

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: No. Neither the Gateway West Business Park Project nor the Friedman Retail Development Project provides housing.

- 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: Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

Potential Impact: As discussed above under questions (a) and (b), both projects are subject to participation in the North Natomas Financing Plan, which outlines a program for financing improvement to and expansion of public services.

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
a) Local or regional water treatment or distribution facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Sewer or septic tanks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Storm water drainage?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Solid waste disposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Local or regional water supplies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Water

The City of Sacramento Department of Utilities, provides water to the project site. 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 DEIR, I-1). 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 DEIR, I-7).

Drainage

The Friedman Retail Development Project study area occurs within the Detention Basin #7a watershed and the Gateway West Business Park Project study area occurs within the Detention Basin #8c watershed of the North Natomas drainage system. 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

Water

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 DEIR, H-7).

Sewer

The costs of major facility requirements are borne by the developers who benefit from them in the most equitable means possible (SGPU DEIR, I-9).

Drainage

The City of Sacramento requires developers to provide some or all of the drainage facilities needed to support development (SGPU DEIR, J-4).

North Natomas Community Plan

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).

Water

Prior to any development occurring, the City Department of Utilities 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).

Sewer

Prior to development occurring, the Sacramento Regional County Sanitation District, CSD – 1, and the City Department of Utilities 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 have been 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 are being 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).

Sacramento City Code

SCC Title 13.04 Water Services provides that the Department of Utilities will furnish safe and potable water meeting the standards of the California Management and Safety Code. The Department of Utilities 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 Department of Utilities 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 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.

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: Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

Potential Impacts: Both the Gateway West Business Park Project and the Friedman Retail Development Project would result in an increased demand for potable water, irrigation water, and water for fire fighting. The City of Sacramento Department of Utilities determined that water supply is sufficient to serve the project sites. If improvements to the infrastructure are needed, such improvements will be provided through a funded program proportionate to the project's demand. The participation of the applicant in the North Natomas Financing Plan will guarantee financing for improvement to and expansion of water treatment and distribution facilities.

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: Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

Potential Impact: Both the Gateway West Business Park Project and the Friedman Retail Development

Project would result in an increased demand for sewer service. The Sacramento Regional County Sanitation District, CSD – 1, and the City Department of Utilities determined that adequate sewer system capacity exists to serve the project sites. If the capacity of the sewer service infrastructure requires improvement, such capital improvements would be made through a funded program proportionate to the project's demand. The participation of the applicant in the North Natomas Financing Plan will guarantee financing for improvement to and expansion of sewer systems.

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: Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

Potential Impact: Both the Gateway West Business Park Project and the Friedman Retail Development 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 and #8c watersheds has been 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 Department of Utilities.

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: Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

Potential Impact: Both the Gateway West Business Park Project and the Friedman Retail Development Project would lead to an increase in solid waste production that needs to be handled by the City solid waste system. The applicant has prepared a recycling program for the three office buildings and four retail buildings. The City of Sacramento has determined, pursuant to SCC 17.72, that the proposed project complies with City standards. The 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: Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

Potential Impacts: Both the Gateway West Business Park and the Friedman Retail Development Project would result in an increased demand for potable water, irrigation water, and water for fire fighting. The City of Sacramento Department of Utilities determined that water supply is sufficient to serve the project

sites. If improvements to the infrastructure are needed, such improvements will be provided through a funded program proportionate to the project's demand. The participation of the applicant in the North Natomas Financing Plan will guarantee financing for improvement to and expansion of water treatment and distribution facilities.

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
a) Affect a scenic vista or scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a demonstrable negative aesthetic effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Create light and glare?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 Gateway West Business Park site is located west of Interstate 5 (I-5) between the northeast and southeast corners of Arena Boulevard and Duckhorn Drive. The Friedman Retail Development site is located south of Arena Boulevard and west of Duckhorn Drive. The projects are located within the Gateway West Business Park and Cambay West PUD. The Gateway West and Cambay West PUD Development Guidelines set design standards for the commercial and employment centers development and established a design review committee to review potential development.

Regulatory Setting

City of Sacramento General Plan

The SGPU DEIR describes the primary aesthetic review mechanism for residential and mixed-use development in the City of Sacramento is the zoning ordinance (SGPU DEIR, 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 DEIR, S-3). The PUD designation is utilized for large acreage developments capable of achieving distinct characteristics.

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 Gateway West and Cambay West 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):

PUD Requirement

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.

Site Design

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. No scenic vistas or scenic highways occur in the vicinity of the project study area.

- b) *Would the proposal have a demonstrable negative aesthetic effect?*

Answer: Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

Potential Impact: The Gateway West Business Park and Friedman Retail Development projects combined would develop 77.85 acres of currently vacant land with commercial and employment center 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. Urban development is a common and accepted part of the landscape in the City of Sacramento.

The three office buildings and commercial buildings proposed with this application comply with the design criteria in the approved Gateway West and Cambay West PUD Development Guidelines, which is consistent with the North Natomas Model Development Guidelines (City of Sacramento 1994).

Impact Significance: Less than significant.

Mitigation Measures: None required.

- c) *Would the proposal create light and glare?*

Answer: Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

Potential Impact: Implementation of the Gateway West Business Park and Friedman Retail Development projects 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 three office buildings and commercial buildings proposed with this application have been designed to comply with the design criteria in the Gateway West and Cambay West PUD Development Guidelines.

The proposed construction will not cause significant light and glare impacts to sensitive light receptors.

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
a) Disturb paleontological resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Disturb archeological resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Affect historical resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have the potential to cause a physical change, which would affect unique ethnic cultural values?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Restrict existing religious or sacred uses within the potential impact area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 Gateway West Business Park and Friedman Retail Development sites are located in an area identified as a Primary Impact Area in the SGPU DEIR (V-5). The project sites are indicated to be within a high sensitivity area on the Archeological Sensitivity Map prepared by David Chavez and Associates (NNCP EIR O-3)

In 1997, Jones and Stokes Associates, Inc. (Jones and Stokes) prepared a Cultural and Biological Resource Assessment for the Gateway West Business Park PUD entitlements phase of the project. Jones and Stokes conducted the cultural resources in accordance with the North Natomas Processing Protocols for Developers/Property Owners of October 20, 1994 and in accordance with the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation. The adopted IS/ND identified the one Cultural Resource within the project site: the Reclamation District 1000 Rural Historic Landscape District. The project study area of the Jones and Stokes study included both the Gateway West Business Park and Friedman Retail Development sites.

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 is 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."

City of Sacramento General Plan

The SGPU DEIR determined that the following mitigation measures would reduce potential impacts to cultural resources to level of less than significant (SGPU DEIR, 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 DEIR.

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: Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

Potential Impact: Although no paleontological indicators were identified within the APE, 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.

No cemeteries were identified in the APE in the historical archival record search. The soil on the project sites has been disturbed 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 feet 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 of the body 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 within 100 feet of 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: Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

Potential Impact: Although no archeological indicators were identified within the APE, grading activities could reveal archeological resources not previously identified. Pursuant to PRC 5097.5a, the project may not affect such resources.

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 within 100 feet of 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: Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

Potential Impact: Construction and development will directly affect the integrity of property included within the Reclamation District 1000 Rural Historic Landscape. However, the North Natomas Comprehensive Drainage Plan EIR (CDP; City of Sacramento 1996) identified that construction activities within the North Natomas Community Plan area would cause significant and unavoidable impacts to the Historic Landscape. The Sacramento Area Flood Control Agency is conducting mitigation (photographic and written documentation) for the loss of the resource.

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. No unique ethnic cultural values were identified in the project study area.

e) ***Would the proposal restrict existing religious or sacred uses within the potential impact area?***

Answer: No. No known religious or sacred uses have occurred within the project study area.

14. Recreation

Would the proposal:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact
a) Increase the demand for neighborhood or regional parks or other recreational facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Affect existing recreation opportunities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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. Projects that change land use designated for park to another land use causes a loss of recreational facilities.

Environmental Setting

The Gateway West Business Park site is located west of Interstate 5 (I-5) between the northeast and southeast corners of Arena Boulevard and Duckhorn Drive. The Friedman Retail Development site is located south of Arena Boulevard and west of Duckhorn Drive. The City of Sacramento determined that the Gateway West and Cambay West PUD satisfied the parks, recreation, and open space requirements during the PUD approval phase. The proposed project does not change the acres designated for the approved land uses, merely identifies what specific land uses will be developed within the commercial and employment center portions of the PUD.

Regulatory Setting

City of Sacramento General Plan

In the Public Facilities and Services Element of the SGPU DEIR, the City set the goal of providing adequate parks and recreational services by achieving the park acreage standards in the Parks and Recreation Master Plan (SGPU DEIR, C-61). 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.

North Natomas Community Plan

The NNCP sets the following Guiding Policies for parks in North Natomas (NNCP, 56):

- Every resident and worker shall have convenient access to active and passive recreational opportunities.
- Parks should be evenly distributed throughout residential neighborhoods based on population.
- Develop parks with a joint use agreement with other compatible users where possible to provide financial savings.

Sacramento City Code

SCC 16.64 Parks and Recreational Facilities requires a developer to dedicate land, pay a fee in lieu, or both as a condition of approval of a final subdivision map or parcel map. The City found that the public interest, convenience, health, welfare and safety require that five acres of property for each 1,000 persons residing

within the City be devoted to local recreation and park purposes. According to the standards and formula in this chapter, the City determines the amount of real property to be dedicated or amount of the in lieu fee.

Impact Assessment

- a) *Would the proposal increase the demand for neighborhood or regional parks or other recreational facilities?*

Answer: No. Neither the Gateway West Business Park Project nor the Friedman Retail Development Project creates any new demand for parks and recreational facilities beyond the demand identified in the Gateway West and Cambay West PUD. By approving the PUD, the City of Sacramento determined that the PUD satisfies the City's recreation goals and policies.

- b) *Would the proposal affect existing recreation opportunities?*

Answer: No. Neither project changes the 23.4 acres of park designated for the Gateway West Business Park and Cambay West PUD.

15. Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 or 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 be avoided or reduced to less than significant through project design, compliance with applicable regulations, 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

A. Literature Cited

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- Transportation and Circulation Study Gateway West Business Park, DKS Associates, 1997.
- Uniform Building Code, 1998.

B. Personal Communications

- Greg Bitter, Associate Planner, City of Sacramento Planning and Building Department, Sacramento, CA
- Jeanne Corcoran, Senior Planner, City of Sacramento Planning and Building Department, Sacramento, CA
- Sue McConnell, California Regional Water Quality Control Board, Central Valley Region, Sacramento, CA
- David Schamber, City of Sacramento Department of Utilities, Sacramento, CA
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Mathew Tozzi, B.S., Assistant Biologist

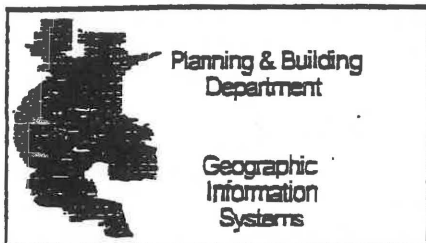
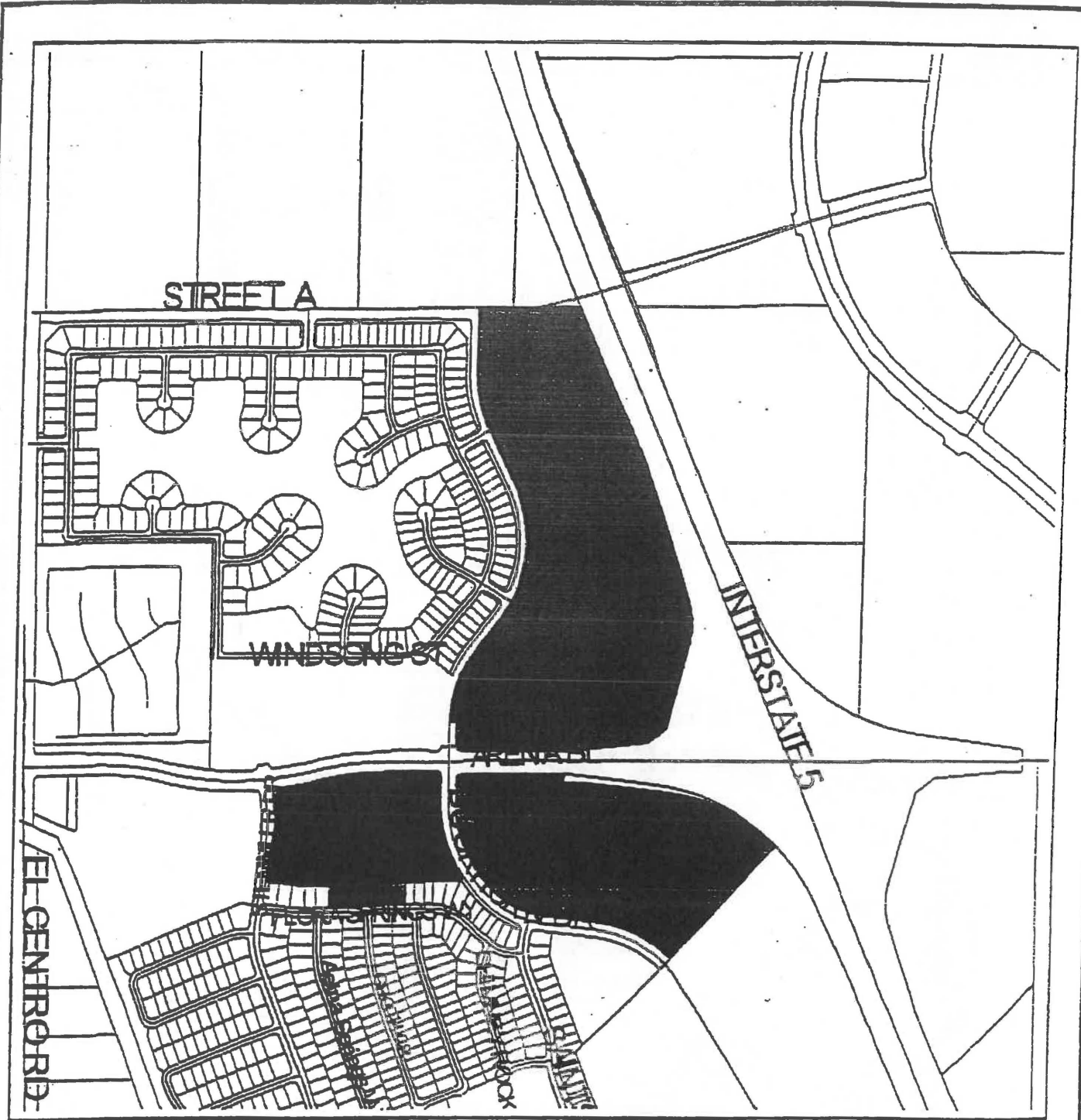
Cynthia Little, Principal, Senior Editor

APPENDIX A.

Gateway West Business Park Figures: A-1 through A-10

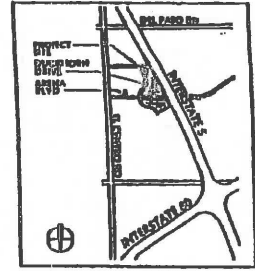
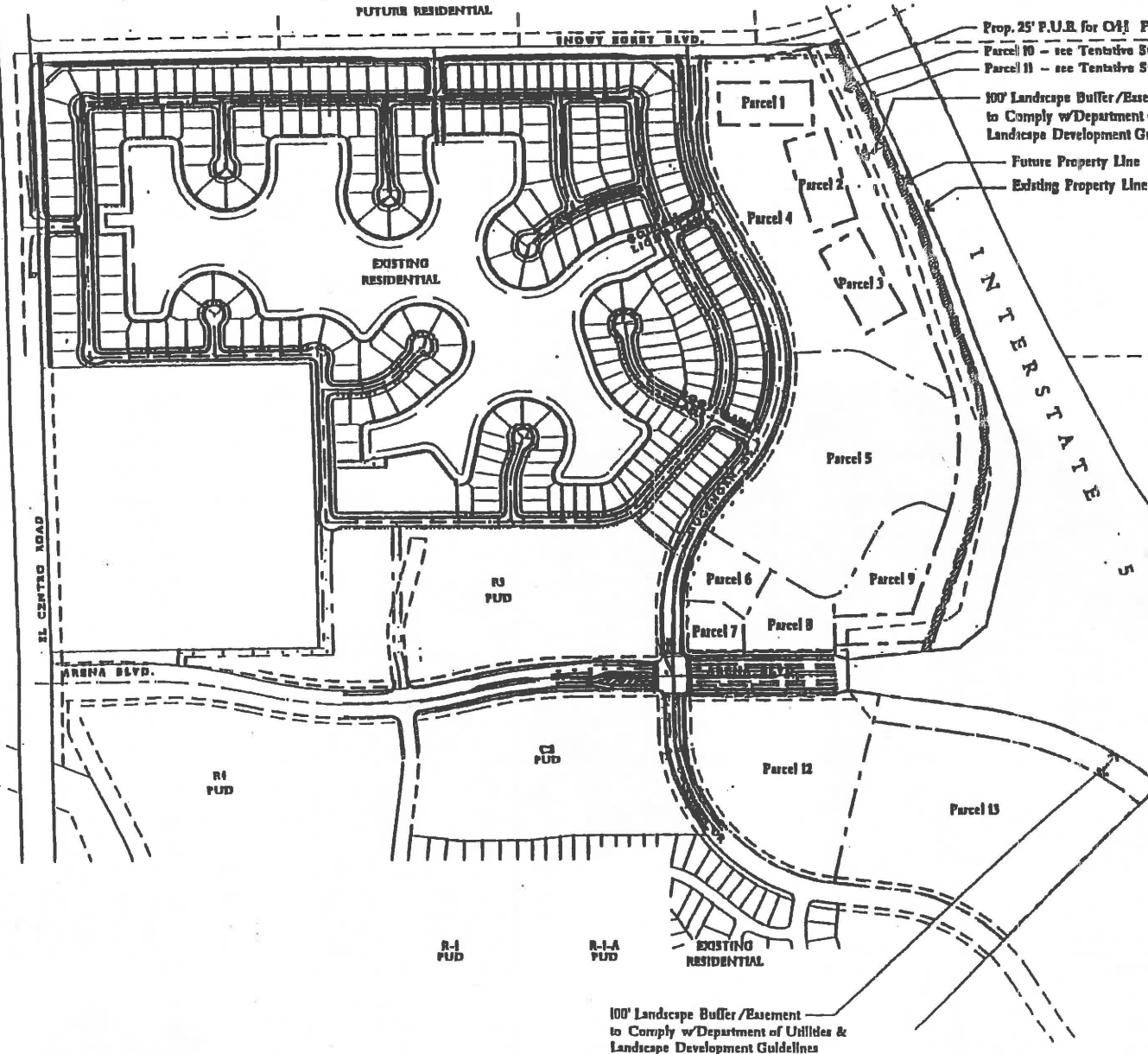
Gateway West Business Park(P00-064) and
Friedman Retail Development (P01-104)
City of Sacramento, CA

- Figure A-1. Project Location Map
- Figure A-2. Gateway West Business Park PUD Schematic Site Plan
- Figure A-3. Gateway West Business Park Tentative Subdivision Map
- Figure A-4. Gateway West Business Park Special Permit Overall Site Plan
- Figure A-5. Gateway West Business Park Special Permit Site Plan
- Figure A-6. Gateway West Business Park Special Permit Landscape Plan
- Figure A-7. Gateway West Business Park Exterior Elevations – Two story building
- Figure A-8. Gateway West Business Park Pedestrian Circulation Diagram
- Figure A-9. Gateway West Business Park Conceptual Landscape Plan
- Figure A-10. Gateway West Business Park Buildable Area Zone Plan



Vicinity Map





SITE DATA

Zoning: EC-20

NORTH AREA OF THE P.U.D.*

Parcel 1 - 9: 31.78 AC. Gross
 28.65 AC. Net

Proposed Employees: 28.65 x 50 = 1,432

SOUTH AREA OF THE P.U.D.*

Parcel 12 - 15: 23.9 AC. Gross
 21.6 AC. Net

PAR 1: 58.5 % Gross
 50.3 % Net

Proposed Employees: 21.6 x 50 = 1,080

* NORTH AND SOUTH Refer to the Area Relative to Arena Boulevard

PARKING DATA

	Parcel 1 - 9 EC - 20	Parcel 12 - 15 EC - 20	Parcel 10 EC - 20 Auxiliary Use	Parcel 11 EC - 20 Auxiliary Use	Parcel 1 EC - 20 Auxiliary Use	Parcel 2 EC - 20	Parcel 3 & 4 EC - 20
Proposed Building Gross SF	240,000 SF	228,000 SF	0,000 SF	3,500 SF	10,000 SF	70,000 SF	201,000 SF
Required Parking Spots	288 - 372	288 - 320	24	15	80	77	179 - 272

Auxiliary Use Table

Parcel	Use	Acres
Parcel 10	Hotel	1.50 AC.
Parcel 11	Hotel	2.83 AC.
Parcel 1	Restaurant	1.64 AC. (51-Down)
Parcel 2	Hotel	2.14 AC.
Parcel 3	Restaurant	1.40 AC. (51-Down)
Total AC. Provided		9.56 AC.
Total AC. Allowed		6.80 AC.

Hotel & Motel uses are not calculated in the square footage allowances for auxiliary uses. The Hotel & Motel uses are allowed in EC Zones per the Gateway West P.U.D. Guidelines.

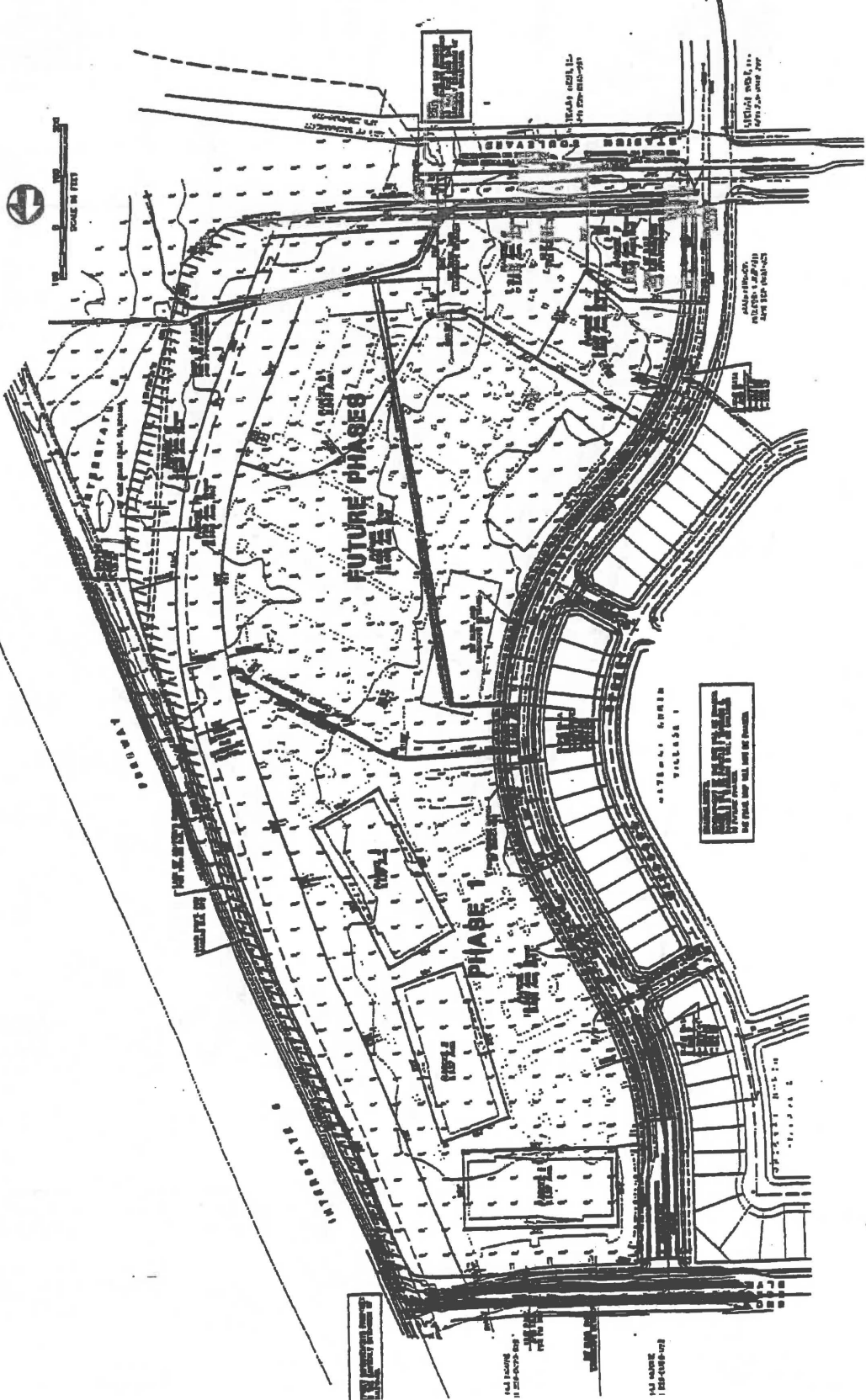
Figure A-3



VICINITY MAP
Map to Town

GENERAL NOTES

- 1. All dimensions are in feet.
- 2. All bearings are true bearings.
- 3. All distances are in feet.
- 4. All curves are circular.
- 5. All curves are in the right-of-way.
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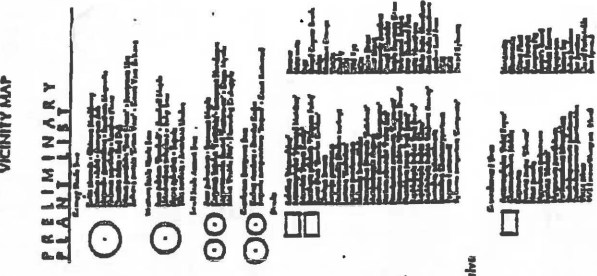
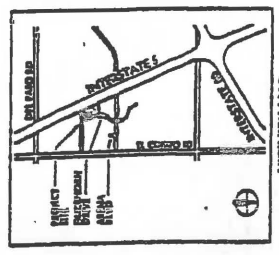


TENTATIVE SUBDIVISION MAP
for
GATEWAY WEST
APN 226-0310-020
City of Sacramento, California



PS
A
S

100 Feet = 1:250,000 Scale



L.A.M.P.I.C.A.L.L. N.P.L.L.

1. This plan is prepared for the purpose of providing a visual representation of the proposed landscape plan for the project. It is not intended to be used for any other purpose.

2. The landscape plan is based on the information provided by the client and the contractor. It is not intended to be used for any other purpose.

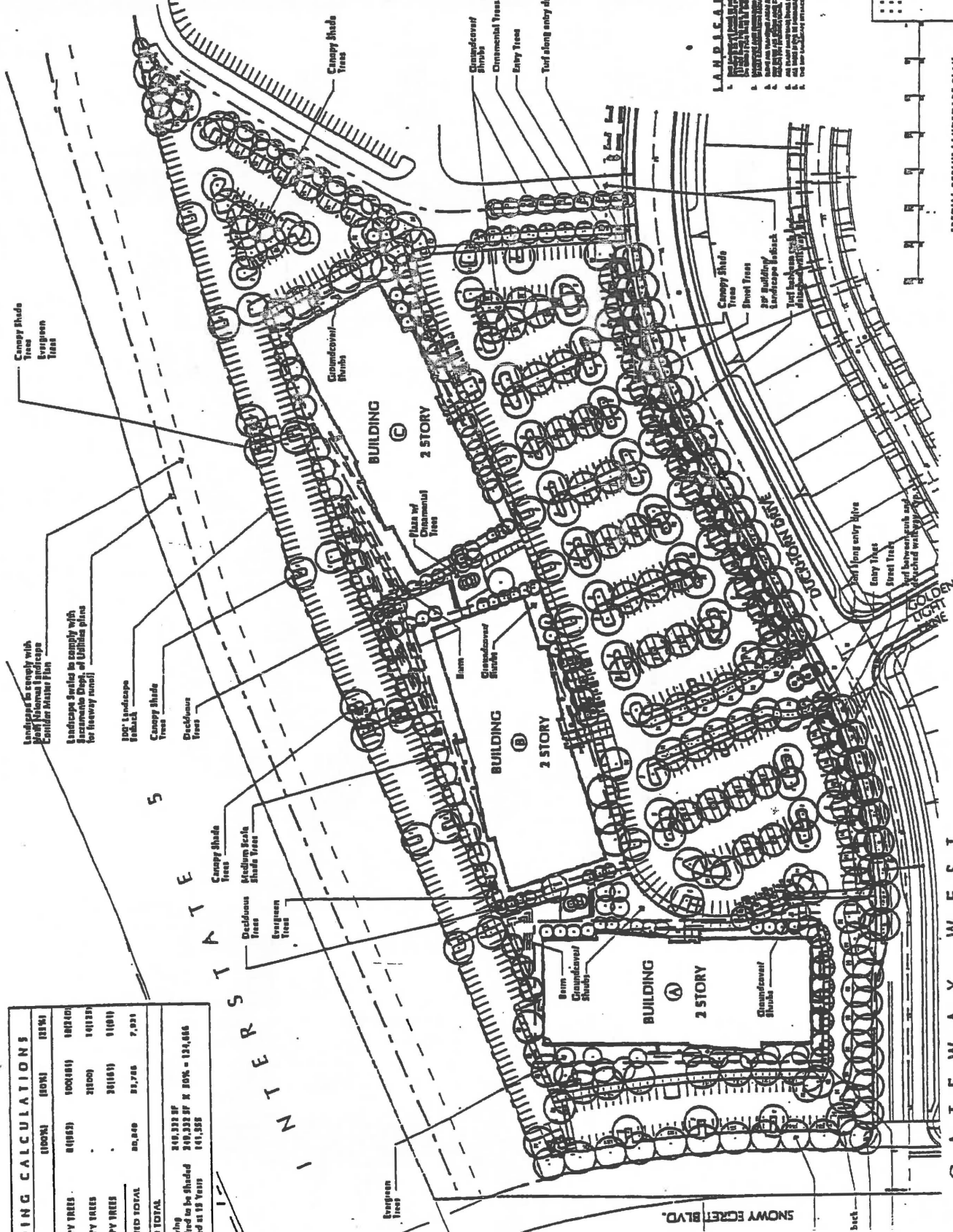
3. The landscape plan is based on the information provided by the client and the contractor. It is not intended to be used for any other purpose.

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6. The landscape plan is based on the information provided by the client and the contractor. It is not intended to be used for any other purpose.

L.P.A.
LANDSCAPE ARCHITECTS, INC.
1000 J Street, Suite 100
Sacramento, CA 95811
916.442.1111



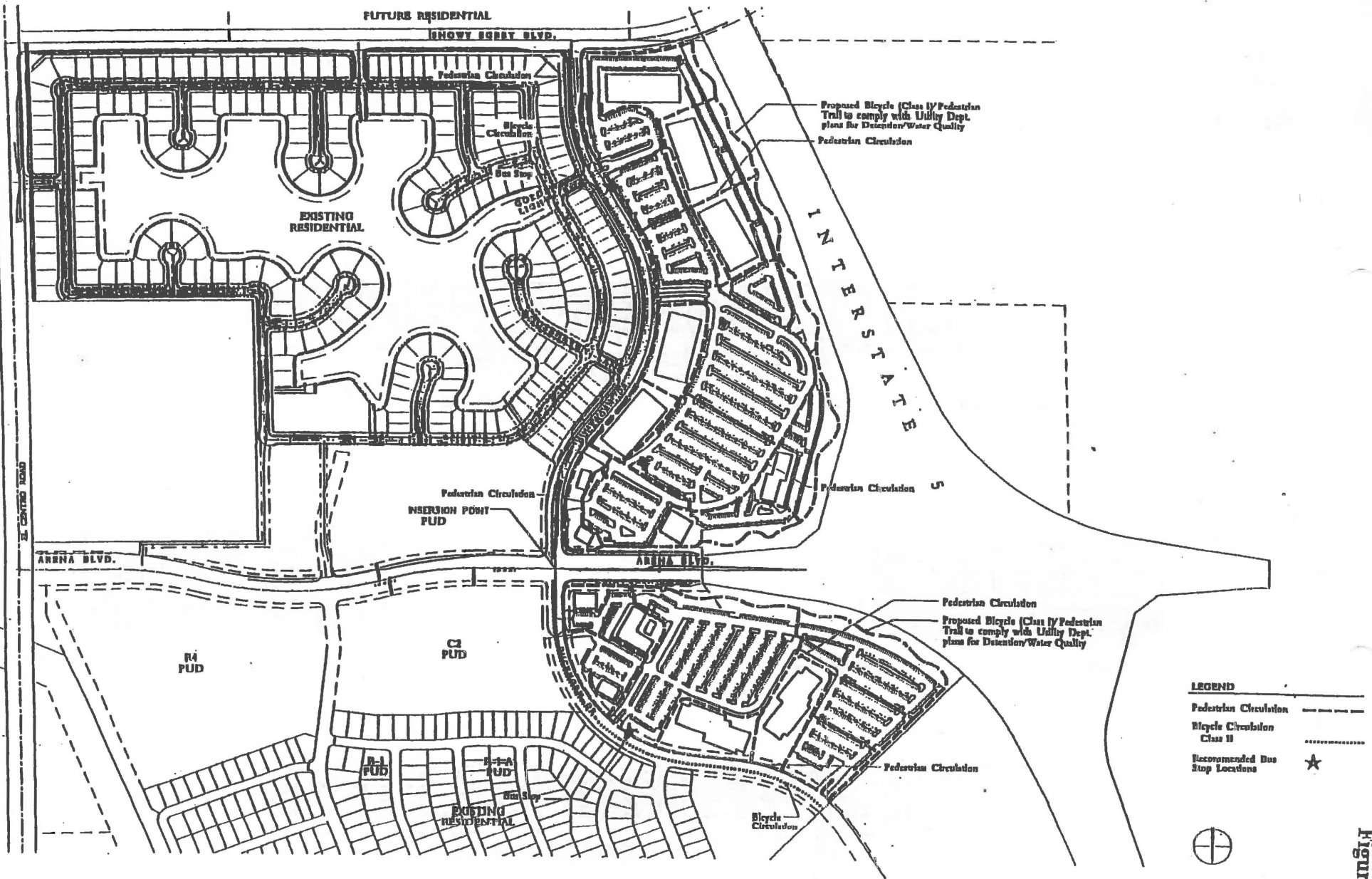
SHADING CALCULATIONS

	(100%)	(50%)	(25%)
IPY TREES	8 (1853)	1004 (815)	1812 (40)
IPY SHRUBS	31500	15750	7875 (133)
IPY TREES	301 (65)	150 (65)	75 (100)
TOTAL	30860	15205	7691
TOTAL	310,332 SF	155,166 SF	77,083 SF

Shading to be shaded
at 15 Years

SPECIAL PERMIT LANDSCAPE PLAN
06.12.02

GATEWAY WEST
SACRAMENTO, CA



LEGEND

Pedestrian Circulation	---
Bicycle Circulation Class II
Recommended Bus Stop Locations	★



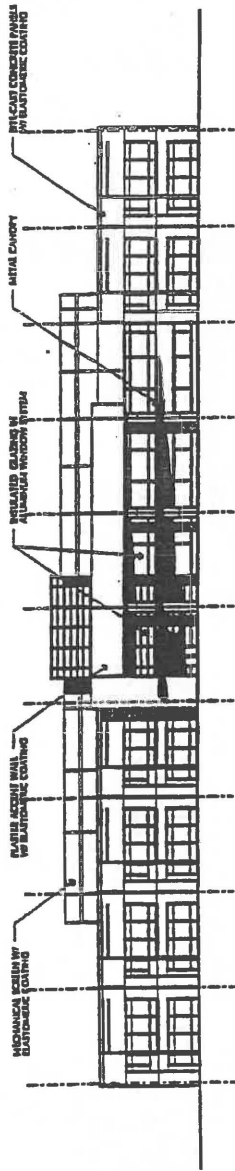
LPA
 SACRAMENTO, INC.
 1400 J STREET, SUITE 200
 SACRAMENTO, CA 95811
 TEL: 916.441.1111
 FAX: 916.441.1112

GATEWAY WEST
 SACRAMENTO, CALIFORNIA

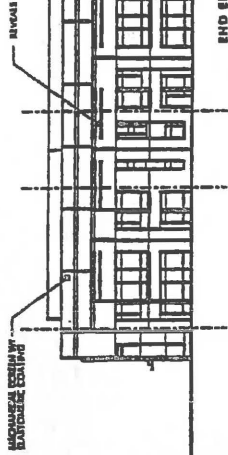
PEDESTRIAN CIRCULATION DIAGRAM

06.06.02

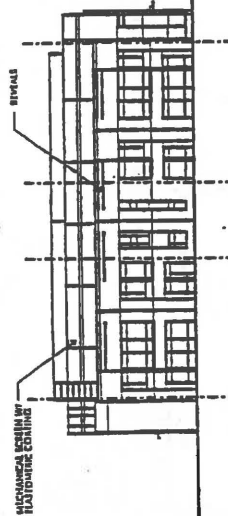
Figure A-8
 ITEM PAGE



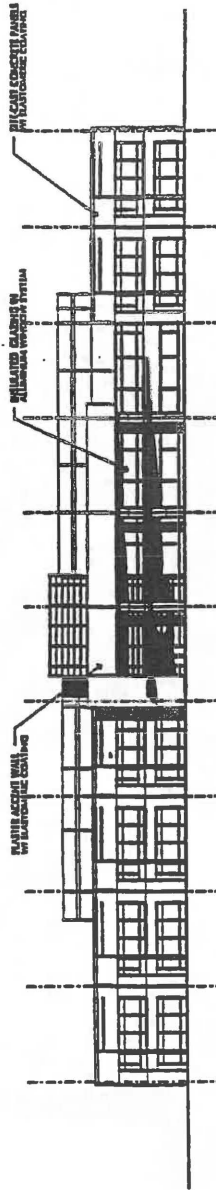
FRONT ELEVATION



RIGHT END ELEVATION



LEFT END ELEVATION



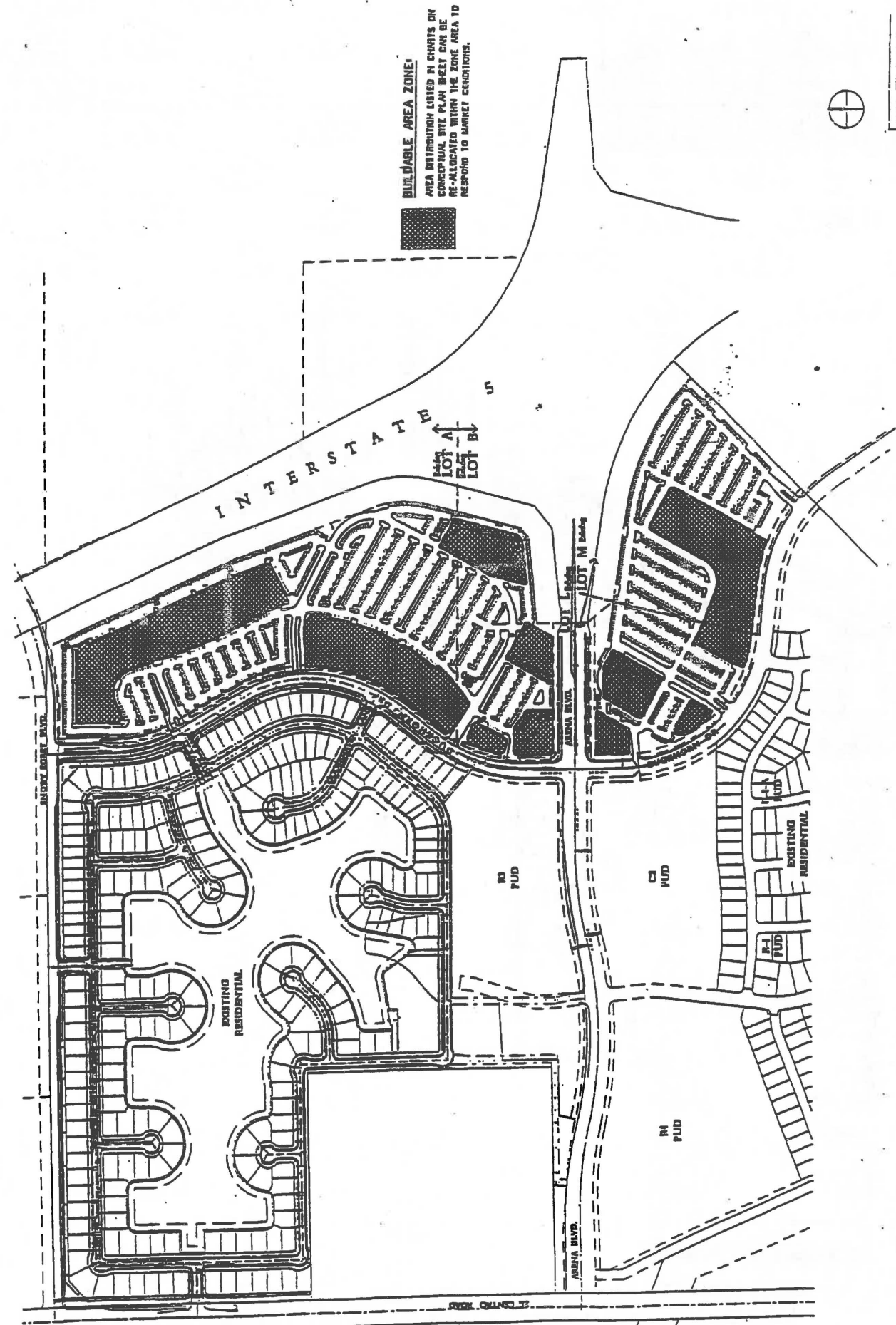
REAR ELEVATION



EXTERIOR ELEVATIONS - 2 STORY BUILDING
04.03.01

G A T E W A Y W E S T
SACRAMENTO, CALIFORNIA

LPA
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AREA DISTRIBUTION LISTED IN CHARTS OR CONCEPTUAL SITE PLAN SHEET CAN BE RE-ALLOCATED WITHIN THE ZONE AREA TO RESPOND TO MARKET CONDITIONS.



BUILDABLE AREA ZONE PLAN

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06 DEC 07