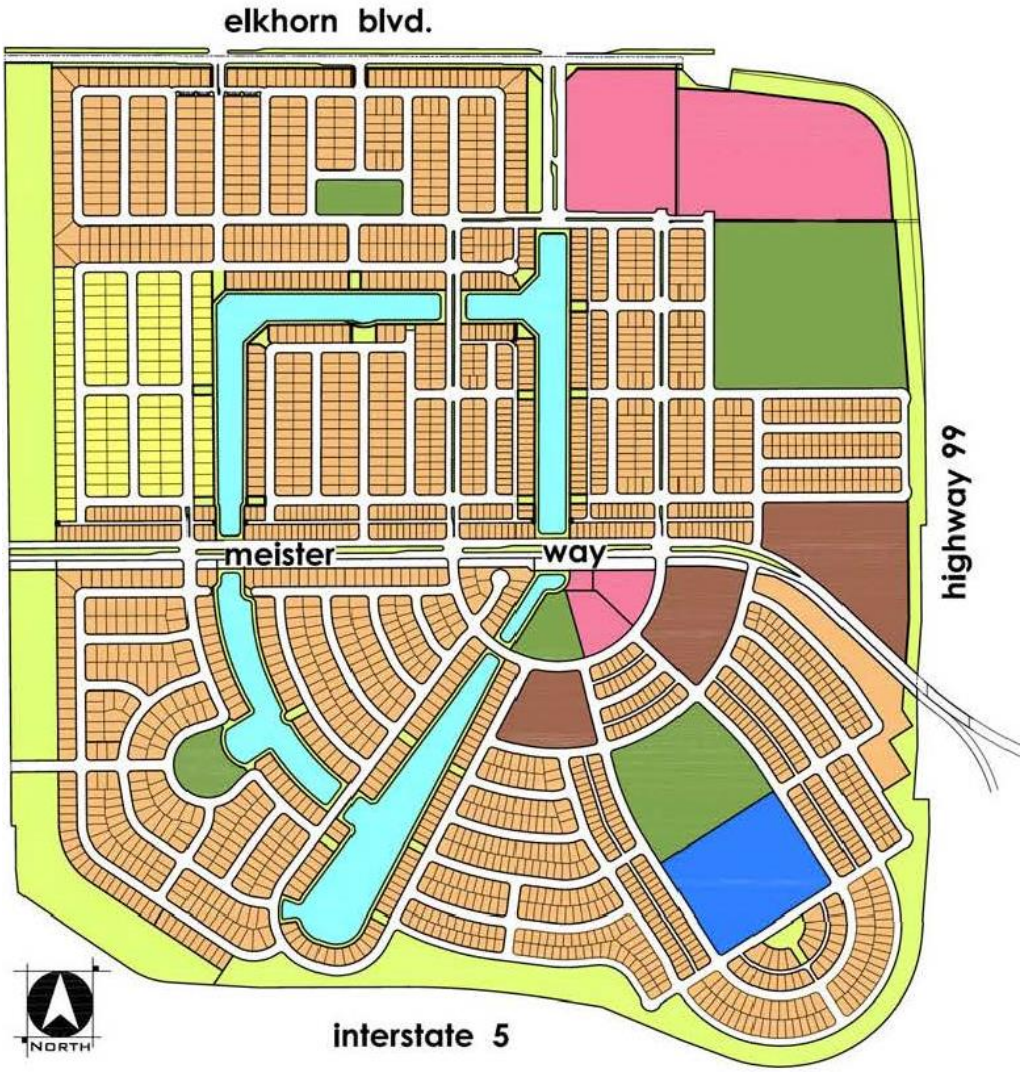
Greenbriar Development Project

Environmental Checklist



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January 5, 2017

Greenbriar Development Project

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January 6, 2017

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Exhibits

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ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
ADTV	average daily traffic volumes
APS	Alternative Planning Strategy
ARB	California Air Resources Board
BP	Business Park
C/MU	Commercial/Mixed Use
CAA	Clean Air Act
CalEEMod	California Emissions Estimator Model
CDFG	California Department of Fish and Game
CFD	Community Facilities District
CMU	Commercial Mixed-Use
CNEL	community noise equivalent level
CO	carbon monoxide
CO_2e	carbon dioxide equivalent
COM	Commercial
CSA	County Service Area
CVP	Central Valley Project
dBA	A-weighted decibels
DOC	California Department of Conservation
DPS	distinct population segment
DU	dwelling unit
EIR	Environmental Impact Report
ESA	environmental site assessment
FARs	floor area ratios
FEIR	Final EIR
FTA	Federal Transit Administration
GHG	greenhouse gas
HDR	High Density Residential
in/sec	inches per sec
lb/day	pounds per day

L_{dn}	day-night equivalent noise level
LDR	Low Density Residential
LOS	level of service
MPO	Metropolitan Planning Organizations
MDR	Medium Density Residential
MEI	maximally exposed individual
MMT	million metric tons
MT	metric tons
NAAQS and CAAQS	National and California Ambient Air Quality Standards
NO_2	Nitrogen Dioxide
NOAA Fisheries	National Marine Fisheries Service
NO_X	oxides of nitrogen
O	Office
OS	Open Space
P	Parks
PG&E	Pacific Gas & Electric
PM	particulate matter
PM_{10}	Respirable Particulate Matter
$PM_{2.5}$	Fine Particulate Matter
ppm	parts per million
PPV	peak particle velocity
RDEIR	Revised Draft EIR
REL	Religious Facilities
ROG	reactive organic gases
RTAC	Regional Targets Advisory Committee
RTP	Regional Transportation Plan
SACOG	Sacramento Area Council of Governments
SB	Senate Bill
SCS	Sustainable Communities Strategy
SFEIR	Supplement to the Final EIR
SMARA	California Surface Mining and Reclamation Act of 1975
SMUD	Sacramento Municipal Utility District
SO_2	Sulfur Dioxide
SRCSD	Sacramento Regional County Sanitation District

TAC	toxic air contaminant
URBEMIS	Urban Emissions Model
USFWS	U.S. Fish and Wildlife Service
UWMP	Urban Water Management Plan
v/c	volume-to-capacity
VdB	vibration decibels
VMT	vehicle miles traveled
WAPA	Western Area Power Administration

1 INTRODUCTION AND PROJECT HISTORY

The Greenbriar Development project is an approved, master planned community with residential, commercial, recreational parks and open space, and public/quasi-public land uses located in North Natomas in the City of Sacramento. The Sacramento City Council approved the Greenbriar Development project in 2008 after certifying the Environmental Impact Report (EIR) for the project.

Since approval of the project in 2008, the Greenbriar project owner has been engaged in extensive discussions with the City, the United States Fish and Wildlife Service (USFWS), the California Department of Fish and Wildlife (CDFW), and the United States Army Corps of Engineers (USACE) regarding the project's strategy for conserving habitat in the Natomas Basin. The project owner has now applied to the City to amend the approved project to incorporate into the project, among other things, an updated conservation strategy for habitat preservation to benefit special-status species in the Natomas Basin. For the City to consider amendment to the approved plans, the City must ensure that, if needed, environmental review consistent with the requirements of the California Environmental Quality Act (CEQA) and the State CEQA Guidelines has been completed. Because the City has previously complied with CEQA for the approved project and the new discretionary action before the City would be a change in an already-approved project, the City would not need to start from scratch, but could use information in the certified EIR; to the extent it remains adequate. Consistent with the requirements of CEQA Guidelines Section 15162, the City must, therefore, determine whether any changed circumstances or "new information of substantial importance" will trigger the need for a subsequent EIR. Under that section, when an EIR has been certified for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, based on substantial evidence in the light of the whole record, one or more of the following:

> (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
>
> (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
>
> (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
>
> > (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
> >
> > (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
> >
> > (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
> >
> > (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

If any of the triggers set forth above occurs, the City would be required to prepare a subsequent EIR, unless "only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation," in which case a "supplement to an EIR" would suffice (see CEQA Guidelines, Section 15163). If there are no grounds for either a subsequent EIR or a supplement to an EIR, then the City would be required to prepare an addendum pursuant to CEQA Guidelines section 15164, explaining why "some changes or additions" to the 2008 Final EIR "are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred."

This environmental checklist has been prepared to determine whether any additional environmental review would be required for the City to consider adoption the proposed changes to the Greenbriar Development Project. This analysis considers whether the amended project or environmental conditions that exist today have changed such that new or substantially more severe environmental impacts would occur compared to that evaluated in the 2008 EIR.

1.1 PROJECT HISTORY

The environmental process for Greenbriar began in 2006 and involved the preparation of the following documents that are relevant to the proposed amendments being considered for the project:

- Draft EIR (DEIR) for the Greenbriar Development Project (Volumes I-III), July 2006
- Recirculated Draft EIR (RDEIR) for the Greenbriar Development Project (Air Quality; Hydrology, Drainage and Water Quality), November 2006
- Second Recirculated Draft EIR (SRDEIR) for the Greenbriar Development Project (Transportation and Circulation), April 2007
- Final EIR (FEIR) for the Greenbriar Development Project, August 2007

On September 19, 2007, the Sacramento Local Agency Formation Commission (LAFCo) certified the Final EIR and approved the Sphere of Influence Amendment for the project. In January 2008, the City of Sacramento certified the EIR and approved the Greenbriar Development Project (City of Sacramento 2008). After the City's approval of the project, LAFCo approved annexation of the proposed project to the City of Sacramento service area boundary in June 2008 (LAFCo 2008). The above documents together comprise the EIR for the Greenbriar Development Project, and are referenced herein collectively as the 2008 EIR.

This environmental checklist, in which the relevant inquiries under CEQA Guidelines section 15162 are embedded, is intended to evaluate all environmental topic areas for any changes in circumstances or changes in the project description compared to the analysis and description presented in the 2008 EIR, to determine whether such changes were or were not adequately covered in the 2008 EIR.

If it is determined through the checklist review process, that the project as amended would result in new or substantially more severe significant environmental impacts resulting from changes in the project or circumstances (as defined in State CEQA Guidelines Section 15162[a][1-2]), or from new information of substantial importance (as defined in State CEQA Guidelines Section 15162[a][3]), then a subsequent EIR or supplement to the prior EIR would be warranted if the applicant intends to pursue approval of the proposed project.

2 PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW

The Greenbriar Development Project includes mixed-use residential and commercial development centered on a common lake/detention basin located northwest of the interchange of Interstate 5 (I-5) and State Route 70/99 (SR 70/99) in the North Natomas area of Sacramento, as well as a conservation strategy for preservation of habitat and benefits to special-status wildlife in the Natomas Basin. In addition to the project's conservation goals, the purpose of the project is to create a mixed-use neighborhood through the development of retail and commercial uses, multifamily attached homes, and high-density single-family detached homes. The project also promotes the use of public transportation by incorporating a light rail station at the core of development along the planned Downtown-Natomas-Airport line which would bisect the project site from east to west along the planned extension of Meister Way.

2.2 PROJECT LOCATION

The development portion of the Greenbriar project (hereafter "project site") encompasses approximately 577 acres located northwest of the intersection of SR 70/99 and I-5 in the North Natomas area of the City of Sacramento. The project site is bordered by agricultural and rural residential land uses to the west and north, I-5 and agricultural lands to the south, and SR 70/99 and a new residential community currently under development within North Natomas to the east and south. Regional access to the project site is provided from SR 70/99 and I-5 (DEIR, Exhibit 3-1). Local access to the project site is provided by Elkhorn Boulevard (DEIR, Exhibit 3-2).

In addition, the Greenbriar Conservation Strategy includes establishment of an approximately 28.3-acre on-site reserve (the Lone Tree Canal Reserve), as well as approximately 528.5 acres of off-site reserves within the Natomas Basin, including the Spangler Reserve (235.4 acres), the Moody Reserve (74 acres), and the North Nestor Reserve (219.1 acres). (Helix 2017, Figures 1-2.)

2.3 EXISTING SETTING

Most of the project site consists of former rice fields and associated water canals. Other crops that have been cultivated on-site in the past include alfalfa and hay. A racehorse training facility was formerly located in the northwest corner of the project site, but it has been demolished and only some remnant building foundations and the dirt racetrack remain. Other buildings that were located on the project site include agricultural outbuildings, greenhouses, and other support structures (e.g., wells) (DEIR, Exhibit 3-3). All on-site buildings have been demolished and removed from the site. The off-site reserves consist of active agricultural fields.

Surrounding land uses include agricultural land uses to the north and west, new residential development in the North Natomas community to the east and south. The approved Metro Air Park development project is located to the west and consists of proposed commercial, hotel, and recreational (i.e., golf course) land uses. The North Natomas Community Plan (NNCP) area is located adjacent to the eastern boundary of the project site across SR 70/99 and south of Elkhorn Boulevard. Development in the North Natomas area includes residential and commercial land uses.

2.4 PROJECT OBJECTIVES

The following project objectives, as noted in the DEIR (p. 3-5), remain applicable to the project:

- create a quality residential development near the major employment centers of downtown Sacramento and Metro Air Park;
- create a transit-oriented, pedestrian-friendly development;
- provide development and land for construction of a light rail stop along the proposed Downtown-Natomas-Airport light rail line with densities that would support the feasibility of a light rail line;
- develop the project site in a manner consistent with and supportive of the Sacramento Area Council of Government's (SACOG's) Blueprint plan;
- develop a project that is consistent with the Sacramento International Airport Comprehensive Land Use Plan (CLUP) to the degree feasible;
- design a project that promotes using various modes of transportation by locating high-density residential development within one-quarter mile of the proposed light rail station;
- provide vertically and horizontally mixed-use neighborhoods;
- provide neighborhood and community retail near residential development to shorten or reduce the number of vehicle trips;
- incorporate parks and open space into the project design in a manner that provides community connectivity;
- create a residential development with a variety of housing types;
- provide park and recreation opportunities within walking distance of residents;
- provide an elementary school site to serve the project's student demands;
- encourage walking and bicycle use by designing residential areas in a grid street pattern;
- make efficient use of development opportunity as the project site is bordered on three sides by existing or planned urban development;
- satisfy the requirements of the City of Sacramento's Inclusionary Housing Ordinance in part by providing an age-restricted facility (senior housing, retirement community) located near transit and other services that are affordable to very-low- and low-income households;
- ensure adequate, timely, and cost effective public services for the project; and
- develop and implement the project consistent with the General Plan Update Vision and Guiding Principles adopted by the City of Sacramento.

The following are the biological goals and objectives of the Greenbriar conservation strategy (Helix 2017):

- Dedicate and preserve reserve land in perpetuity to provide habitat for the 22 plant and animal species covered by the NBHCP. Proposed activities at the reserves include creating, enhancing, and managing habitat for the NBHCP Covered Species. A total of approximately 557 acres of reserve land is proposed

for permanent preservation to offset development impacts to 542.3 acres of land on the Greenbriar Project Site and Off-site Improvement Lands (1.03:1 ratio).

- Use avoidance and minimization measures to protect special-status species and biological resources during implementation of the Greenbriar Development Project, including the Reserve establishments.
- Establish and manage the Lone Tree Canal Reserve on the Greenbriar project site, and three Off-site Reserves: the Spangler Reserve, the Moody Reserve, and the North Nestor Reserve to provide a reserve composition of rice, upland, and managed marsh in a manner consistent with the NBHCP reserve composition requirements for the TNBC reserve system to the extent feasible.
- Establish 80.2 acres of wetlands and other waters of the U.S on the Spangler Reserve to achieve "no net loss" of wetlands or other waters of the U.S. in the Natomas Basin.

2.5 PROJECT CHARACTERISTICS

Land uses in the originally-approved 2008 map included a total of 2,991 residential units on 253.9 acres, 33.3 net acres of retail and commercial development, a 10 net-acre school site, 41.4 net acres of parks, and about 60 acres of open space buffers adjacent to habitat corridors and freeways.

In addition to the updated Greenbriar Conservation Strategy which provides a system of reserves and conservation measures that would be implemented by the project applicant**,** the project applicant is proposing to modify the approved development on the Greenbriar Project site. The project remains substantially the same in terms of the land use types, street pattern, and on-site infrastructure requirements. Specific land uses for the project would now include a total of 2,922 dwelling units, 28.6 net acres of commercial, 32.5 acres of parks and recreational uses, a 9.9 net-acre school site, and about 57.9 acres of open space buffers (Exhibit 2-1).

The updated Greenbriar Conservation Strategy includes preservation of the on-site Lone Tree Canal Reserve (approximately 28.3 acres) and three off-site reserves totaling approximately 528.5 acres: the Spangler Reserve (235.4 acres), the Moody Reserve (74±acres), and the North Nestor Reserve (219.1 acres). The Greenbriar Conservation Strategy also sets forth detailed measures to avoid and minimize measures to special-status species during construction on the development site and reserves.

Implementation of the Greenbriar Development Project is expected occur in two phases. Phase 1 includes development of residential and commercial uses north of the planned extension of Meister Way, as depicted on the Tentative Map Exhibits. Phase 2 will include residential and commercial uses south of Meister Way. Phase 1 is expected to commence in 2017 with a construction duration period of at least 36 months. Phase 2 would commence in 2020 and construction duration would be at least 36 months, with full build-out occurring in 2023 or later. The Conservation Strategy is expected to be carried out concurrently with development activities.

Source: Wood Rodgers Inc. 2016

X12010016 01 003

Exhibit 2-1 **Project Site Plan**

2.6 REQUIRED DISCRETIONARY ACTIONS

2.6.1 Lead Agency

Entitlements, approvals and/or permits that are or will be sought from the City of Sacramento are shown in Table 2-1.

Table 2-1 City of Sacramento Entitlements, Approvals and Permits

Entitlement/Approval or Permit Needed	Agency
General Plan Map Amendment	City of Sacramento
Rezone	City of Sacramento
Small Lot Tentative Map (Greenbriar Phase 1)	City of Sacramento
Master Tentative Parcel Map	City of Sacramento
Planned Unit Development (PUD) Schematic Plan and Guidelines Amendments	City of Sacramento
Development Agreement	City of Sacramento
Public Facilities Financing Plan	City of Sacramento
Improvement Plans/Encroachment Permits	City of Sacramento
Final Subdivision Map(s)	City of Sacramento
Use Permits for Specified Commercial, Industrial, and Recreational Projects	City of Sacramento

2.6.2 Responsible Agencies

In addition to the list of entitlements, approvals and/or permits identified in above that must be obtained from the City of Sacramento, the following approvals, consultations, and/or permits may be required from other agencies, as shown in Table 2-2.

Table 2-2 Approvals and/or Permits from Other Agencies

Approval and/or Permit	Agency
National Pollutant Discharge Elimination System Storm Water Discharge Permit, and Section 401 of the Clean Water Act	Regional Water Quality Control Board (RWQCB)
Section 404 Permit, Clean Water Act	U.S. Army Corps of Engineers
Streambed Alteration Agreement	California Department of Fish and Wildlife
Section 7 consultation, Endangered Species Act	U.S. Fish and Wildlife Service
California Endangered Species Act compliance	California Department of Fish and Wildlife
Encroachment Permits	City of Sacramento, County of Sacramento, Caltrans
Authority to Construct Permit	Sacramento Metropolitan Air Quality Management District (SMAQMD)
Avigation Easement and Consistency with Airport Land Use Compatibility Plan	Sacramento County Airport System
Light Rail Alignment	Sacramento Regional Transit District
Review of Hazardous Material Handling	Environmental Protection Agency

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3 ENVIRONMENTAL CHECKLIST

3.1 EXPLANATION OF CHECKLIST EVALUATION CATEGORIES

The purpose of this checklist is to evaluate the categories in terms of any "changed condition" (i.e., changed circumstances, project changes, or new information of substantial importance) that may result in a different environmental impact significance conclusion. The row titles of the checklist include the full range of environmental topics, as presented in the City's Environmental Checklist. The column titles of the checklist have been modified to help answer the questions to be addressed pursuant to CEQA Section 21166 and State CEQA Guidelines Section 15162. A "no" answer does not necessarily mean that there are no potential impacts relative to the environmental category, but that there is no change in the condition or status of the impact since it was analyzed and addressed with mitigation measures in the Final EIR (2008). For instance, the environmental categories might be answered with a "no" in the checklist because the impacts associated with the Greenbriar Project were adequately addressed in the EIR, and the environmental impact significance conclusions of EIR remain applicable. The purpose of each column of the checklist is described below.

3.1.1 Where Impact was Analyzed In the prior environmental document

This column provides a cross-reference to the pages of the prior environmental documents where information and analysis may be found relative to the environmental issue listed under each topic. In this case, the relevant environmental documents include the DEIR, RDEIR, SRDEIR, and FEIR.

3.1.2 Do Proposed Project Changes Involve New or substantially more severe Significant Impacts?

Pursuant to Section 15162(a)(1), this column indicates whether there have been substantial changes proposed in the project that would require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of a previously identified impact.

3.1.3 Any new Circumstances Involving New or Substantially More Severe Significant Impacts?

Pursuant to Section 15162(a)(2) of the CEQA Guidelines, this column indicates whether there have been substantial changes to the project site or the vicinity (circumstances under which the project is undertaken) that have occurred subsequent to the prior environmental documents, which would result in the current project having new significant environmental impacts that were not considered in the prior environmental documents or that substantially increase the severity of a previously identified impact.

3.1.4 Any Substantially Important New Information Requiring New Analysis or Verification?

Pursuant to Section 15162(a) (3) (A-D) of the CEQA Guidelines, this column indicates whether new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the previous environmental documents were certified as

complete is available requiring an update to the analysis of the previous environmental documents to verify that the environmental conclusions and mitigations remain valid. If the new information shows that: (A) the project will have one or more significant effects not discussed in the prior environmental documents; or (B) that significant effects previously examined will be substantially more severe than shown in the prior environmental documents; or (C) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects or the project, but the project proponents decline to adopt the mitigation measure or alternative; or (D) that mitigation measures or alternatives which are considerably different from those analyzed in the prior environmental documents would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative, the question would be answered 'Yes' requiring the preparation of a subsequent EIR or supplement to the EIR. However, if the additional analysis completed as part of this Environmental Checklist Review finds that the conclusions of the prior environmental documents remain the same and no new significant impacts are identified, or identified significant environmental impacts are not found to be substantially more severe, the question would be answered 'No' and no additional EIR documentation (supplement to the EIR or subsequent EIR) would be required. Notably, where the only basis for preparing a subsequent EIR or a supplement to an EIR is a new significant impact or a substantial increase in the severity of a previously identified impact, the need for the new EIR can be avoided if the project applicant agrees to one or more mitigation measures that can reduce the significant effect(s) at issue to less than significant levels. (See *River Valley Preservation Project v. Metropolitan Transit Development Board* (1995) 37 Cal.App.4th 154, 168.)

3.1.5 Mitigations Implemented or Address Impacts?

This column indicates whether the prior environmental documents provide mitigation measures to address effects in the related impact category. In some cases, the mitigation measures have already been implemented. A "yes" response will be provided in either instance. If "N/A" is indicated, this Environmental Checklist Review concludes that the impact does not occur with this project and, therefore, no mitigation measures are needed. A "no" response indicates that mitigation measures are proposed in this document and have been agreed to by the applicant.

3.2 DISCUSSION AND MITIGATION SECTIONS

3.2.1 Discussion

A discussion of the elements of the checklist is provided under each environmental category to clarify the answers. The discussion provides information about the environmental issue, how the project relates to the issue, and the status of any mitigation that may be required or that has already been implemented.

3.2.2 Mitigation Measures

Applicable mitigation measures from the prior environmental review that apply to the project are listed under each environmental category. New mitigation measures are included, if needed.

3.2.3 Conclusions

A discussion of the conclusion relating to the need for additional environmental documentation is contained in each section.

3.2.4 Acronyms Used in Checklist Tables

Acronyms used in the Environmental Checklist tables and discussion include:

EIR	Environmental Impact Report
FEIR	Final Environmental Impact Report
MM	mitigation measure
N/A	not applicable
RDEIR	Recirculated Draft Environmental Impact Report
SRDEIR	Second Recirculated Draft Environmental Impact Report

AESTHETICS

Environmental Issue Area	Where Impact Was Analyzed in the DEIR, RDEIR, SRDEIR, or FEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Prior EIR Mitigations/ Environmental Commitments Address/Resolve Impacts?
1. Aesthetics					
a. Have a substantial adverse effect on a scenic vista?	DEIR, p. 6.7-8 – 6.7-9; Impact 6.7-1	NO	NO	NO	N/A
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	DEIR, p. 6.7-9; Impact 6.7-2	NO	NO	NO	N/A
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	DEIR, pp. 6.7-9 – 6.7-10; Impact 6.7-3	NO	NO	NO	YES
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	DEIR, pp. 6.7-10 – 6.7-11; Impact 6.7-4	NO	NO	NO	YES

Discussion

Aesthetics is addressed in Section 6.7 of the DEIR. No substantial changes to the existing setting have occurred since certification of the EIR. The project site remains undeveloped. Adjacent areas east of State Route 70/99 and south of Interstate 5 have continued to develop with residential uses since 2008, while adjacent areas to the north and west of the site remain undeveloped and are consistent with agricultural properties in the Natomas Basin that may be left fallowed, used for grazing activities, or cultivated with crops.

a. The analysis contained in the DEIR under Impact 6.7-1 found that views on or near the project site are not considered scenic vistas. Conditions have not changed substantially since certification of the EIR in 2008 with respect to the scenic quality or scenic vistas of the project site or the surrounding areas. Therefore, the conclusions of the EIR remain valid, and there are no new circumstances that would result in new impacts or new information that would require additional analysis due to an effect on a scenic vista.

b. The analysis contained in the DEIR under Impact 6.7-2 notes that there are no officially designated State Scenic Highways or National Scenic Byways adjacent to or near the project site. Conditions have not changed since the certification of the EIR in 2008 (Caltrans 2011a). Therefore, the conclusions of the 2008 EIR remain valid and there would be no new circumstances that would result in new impacts or new information that would require additional analysis due to an effect on scenic resources within a state scenic highway.

c. The analysis in the DEIR under Impact 6.7-3 notes that the visual character of the Natomas Basin has been gradually changing from agricultural to suburban development, and because the project would convert a large area of land from visual open space to suburban development, the project would result in a significant impact to the visual character of the area. The DEIR concludes that, due to the scale and nature of the project, there is no feasible mitigation available to avoid conversion of the local viewshed from agricultural to suburban development, and therefore the impact is considered significant and unavoidable. The conclusions of the 2008 EIR regarding impacts of the proposed project due to degradation of the existing visual character or quality of the site and its surroundings remain valid and are unchanged, and there are no new circumstances that would result in substantially more severe

impacts or new information that would require additional analysis with respect to degradation of visual character of the site and its surroundings.

d. The analysis in the DEIR notes that lighting and reflective surfaces associated with the project could inadvertently cause light and glare for motorists on I-5 and SR 70/99 under day and nighttime conditions, and that the degree of nighttime darkness in the City of Sacramento would diminish, resulting in a significant impact. However, with implementation of Mitigation Measure 6.7-4, the impact would be reduced to less than significant. The conclusions of the 2008 EIR regarding impacts of the proposed project due to light and glare remain valid and are unchanged, and there are no new circumstances that would result in substantially more severe impacts or new information that would require additional analysis with respect to degradation of visual character of the site and its surroundings.

Mitigation Measures

The following mitigation measure referenced in the DEIR would continue to remain applicable if the proposed project amendments are adopted.

Mitigation Measure 6.7-4 Impacts from Lighting and Reflective Surfaces

Conclusion

No new circumstances have occurred nor has any substantially important new information been found with respect to aesthetics requiring additional analysis or verification. Therefore, the conclusions of the 2008 EIR remain valid and approval of the proposed project would not result in new or substantially more severe significant impacts to visual quality and aesthetics.

AGRICULTURAL AND FORESTRY RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the DEIR, RDEIR, SRDEIR, or FEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Prior EIR Mitigations/ Environmental Commitments Address/Resolve Impacts?
2. Agriculture and Forestry Resources. Would the project:					
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	DEIR p. 6.11-7 – 6.11-8; Impact 6.11-1	NO	NO	NO	YES
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	DEIR p. 6.11-8; Impact 6.11-2	NO	NO	NO	N/A
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	Not Previously Evaluated	NO	NO	NO	N/A
d. Result in the loss of forest land or conversion of forest land to non-forest land?	Not Previously Evaluated	NO	NO	NO	N/A
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	DEIR p. 6.11-8 – 6.11-9; Impact 6.11-3	NO	NO	NO	N/A

Discussion

Agriculture is addressed in Section 6.11 of the DEIR. No substantial changes to the existing setting have occurred since certification of the EIR. The project site remains undeveloped and is in a fallow agricultural condition. Adjacent areas east of SR 70/99 and south of I-5 have continued to develop with residential uses, while adjacent areas to the north of the site remain undeveloped and are consistent with agricultural properties in the Natomas Basin that may be left fallowed, used for grazing activities, or cultivated with crops.

a) As described in the DEIR on p. 6.11-7, the project would result in the conversion of approximately 518 acres of agricultural land to non-agricultural uses. The 518 acres of agricultural land subject to conversion are Important Farmland based on Farmland Mapping and Monitoring Program (FMMP) data. Currently-available FMMP data indicate that the types and acreages of Important Farmland designated on the project site have not changed substantially since 2007 when the EIR was prepared (CA Department of Conservation, 2010). The DEIR concludes that this impact would remain significant and unavoidable even after implementation of Mitigation Measure 6.11-1. Mitigation Measure 6.11-1 refers to implementation of Mitigation Measure 6.6-2, which calls for the project

applicant to "coordinate with the City to identify appropriate lands to be set aside in permanent conservation easement at a ratio of one open space acre converted to urban land uses to one-half open space acre preserved and at a ratio of one habitat acre converted to urban land uses to one-half habitat acre preserved" in a manner consistent with the principles of the City/County Joint Vision Plan. Mitigation Measure 6.6-2 as set forth in the FEIR also specifies that all conserved open space and habitat land shall be in the North Natomas Joint Vision Area, and the City and County entered an Open Space Agreement/Memorandum of Understanding to that effect in 2008.

Since the EIR was certified in 2008, the Sacramento County Board of Supervisors in February 2012 initiated a Master Plan and General Plan Amendment process to move the Urban Services Boundary (USB) and Urban Policy Area (UPA) within the Natomas Joint Vision Area with specific boundary locations to be determined through a Master Planning process (County of Sacramento 2012). This action by the County of Sacramento is a departure from the original 2002 Memorandum of Understanding (MOU) between the County of Sacramento and the City of Sacramento, which originally called for the City to take the lead in "urbanizing" substantial portions of the Natomas Joint Vision area and for the County to take the lead in developing an open space conservation program.

Because of the changes to the County's General Plan and the departure from the original MOU, in addition to the Greenbriar project site having been annexed into the City of Sacramento, the Sacramento County Board of Supervisors voted on October 6, 2015, to rescind the 2008 Open Space Agreement/Memorandum of Understanding, to allow Greenbriar to conserve open space and habitat land outside of Sacramento County. (Resolution No. 2015-0784.) Mitigation Measure 6.6-2 has been revised accordingly, as shown below. The North Nestor Reserve, located near the Sacramento County line in Sutter County, along with the other off-site reserves within Sacramento County, provide equivalent benefits associated with preservation of agricultural land in the Natomas Basin as contemplated in the 2008 EIR because all reserve lands would still be located within the Natomas Basin.

There are no new circumstances resulting in new impacts or new information requiring additional analysis related to important farmlands. The conclusions regarding impacts to important farmland contained in the 2008 EIR remain valid and no additional analysis is required.

b) As described in the DEIR analysis under Impact 6.11-2, at the time of the prior analysis, the project site was not under a Williamson Act contract, but was zoned for agricultural land uses. The project site was rezoned the site from an agricultural zoning designation to residential, commercial and open space designations as part of the 2008 approvals, and therefore there are no resulting conflicts or impacts with respect to Williamson Act contracts or agricultural zoning designations. There are no new circumstances resulting in new impacts or new information requiring additional analysis related to Williamson Act or agricultural buffers. The conclusions regarding impacts to agricultural preserves contained in the 2008 EIR remain valid and no further analysis is required.

c, d) This topic was not addressed in the 2008 EIR as it was added to Appendix G of the CEQA Guidelines in the CEQA Guidelines Amendments of 2010. Nonetheless, no forest lands are present within the project vicinity; therefore, no new significant impacts related to forestry resources would occur.

e) The DEIR analysis on page 6.11-8 identifies potential conflicts with adjacent agricultural operations north of the project site as a significant impact. Mitigation Measure 6.11-3 requires the project applicant to notify all prospective residents and tenants within 500 feet of existing agricultural uses north of Elkhorn Boulevard with respect to the agricultural operations and potential conflicts that could occur. The DEIR concludes that even with implementation of this mitigation measure, the impact would remain significant and unavoidable. There are no changed circumstances resulting in new or substantially more severe impacts or new information requiring additional analysis related to agricultural buffers. The conclusions regarding impacts to agricultural preserves contained in the 2008 EIR remain valid and no further analysis is required.

Mitigation Measures

The following mitigation measures (as amended below) referenced in the DEIR would continue to remain applicable if the proposed project were adopted.

Mitigation Measure 6.11-1

a. The project applicant shall implement Mitigation Measure 6.6-2 (see Public Services below).

~~In addition, the project applicant has agreed to the following mitigation measure:~~

~~b. The project applicant shall mitigate for impacts to open space by providing mitigation land in the amounts specified in the Greenbriar Open Space, Species and Agriculture: Project Impacts and Mitigation chart attached to the Mitigation Monitoring and Reporting Program, approved by the City Council along with these findings. The acreages shown in the Mitigation chart shall control.~~

Mitigation Measure 6.11-3 Notification re: Agricultural Operations.

Conclusion

No new circumstances have occurred nor has any substantially important new information been found with respect to agriculture and forestry resources requiring new analysis or verification. Therefore, the conclusions of the 2008 EIR remain valid and approval of the proposed project would not result in new or substantially more severe significant impacts to agriculture and forestry resources.

Environmental Issue Area	Where Impact Was Analyzed in the DEIR, RDEIR, SRDEIR, or FEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Prior EIR Mitigations/ Environmental Commitments Address/Resolve Impacts?
3. Air Quality. Would the project:					
a. Conflict with or obstruct implementation of the applicable air quality plan?	RDEIR; pp. 6.2-16 – 6.2-23; Impacts 6.2-1 – 6.2-3	NO	NO	NO	YES
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	RDEIR; pp. 6.2-16 – 6.2-23; Impacts 6.2-1 – 6.2-3	NO	NO	NO	YES
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	RDEIR; pp. 7-14 – 7-15.	NO	NO	NO	YES
d. Expose sensitive receptors to substantial pollutant concentrations?	RDEIR pp. 6.2-24 – 6.2-31; Impact 6.2-4	NO	NO	NO	YES
e. Create objectionable odors affecting a substantial number of people?	RDEIR pp. 6.2-31 – 6.2-32; Impact 6.2-5	NO	NO	NO	YES

Discussion

The 2006 Recirculated Draft EIR (RDEIR) analyzed air quality impacts of construction and operation of the proposed project. Changes in the regulatory setting since the prior environmental review was conducted would not result in new or increased severity of impacts, because the project site and proposed land uses would be essentially the same as those which were previously analyzed. The 2006 RDEIR provided air quality monitoring data from 2003-2005 for multiple monitoring locations near the plan area. Current air quality conditions in the plan area are similar to those at the time of the 2006 RDEIR, but current monitoring and attainment designations are provided below to characterize the existing air quality setting. Table AQ-1 below summarizes the current National and California Ambient Air Quality Standards (NAAQS and CAAQS) and attainment designations. Table AQ-2 summarizes the most recent air quality monitoring data for criteria air pollutants for which the region is in nonattainment. Measurements are from the Sacramento-Goldenland Court and Sacramento-T Street air quality monitoring stations, which are representative of air quality conditions in the project vicinity.

Table AQ-1 Ambient Air Quality Standards and Designations for Sacramento County

Pollutant	Averaging Time	California		National Standards [1]	
		Standards [2,3]	Attainment Status [4]	Primary[3]	Attainment Status[6]
Ozone	1-hour	0.09 ppm (180 µg/m^3)	N (Serious)	–	N
	8-hour	0.070 ppm (137 µg/m^3)		0.070 ppm (147 µg/m^3)	
Carbon Monoxide (CO)	1-hour	20 ppm (23 mg/m^3)	A	35 ppm (40 mg/m^3)	A
	8-hour	9 ppm (10 mg/m^3)		9 ppm (10 mg/m^3)	
Nitrogen Dioxide (NO_2)	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)	A	53 ppb (100 µg/m^3)	U/A
	1-hour	0.18 ppm (339 µg/m^3)		100 ppb (188 µg/m^3)	
Sulfur Dioxide (SO_2)	24-hour	0.04 ppm (105 µg/m^3)	A	–	A
	3-hour	–		0.5 ppm (1300 µg/m^3) [5]	
	1-hour	0.25 ppm (655 µg/m^3)		0.75 ppm (196 µg/m^3)	
Respirable Particulate Matter (PM_{10})	Annual Arithmetic Mean	20 µg/m^3	N	–	A
	24-hour	50 µg/m^3		150 µg/m^3	
Fine Particulate Matter ($PM_{2.5}$)	Annual Arithmetic Mean	12 µg/m^3	A	12 µg/m^3	A/N [7]
	24-hour	–		35 µg/m^3	
Lead [8]	30-day Average	1.5 µg/m^3	A	–	–
	Calendar Quarter	–		1.5 µg/m^3	U/A
	Rolling 3-Month Avg	–		0.15 µg/m^3	A
Sulfates	24-hour	25 µg/m^3	A	No National Standards	
Hydrogen Sulfide	1-hour	0.03 ppm (42 µg/m^3)	U		
Vinyl Chloride [8]	24-hour	0.01 ppm (26 µg/m^3)	U		
Visibility-Reducing Particle Matter	8-hour	Extinction coefficient of 0.23 per kilometer — visibility of 10 mi or more	U		

Notes: µg/m^3 = micrograms per cubic meter; ppm = parts per million; ppb = parts per billion

[1] National standards (other than ozone, PM, and those based on annual averages or annual arithmetic means) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration in a year, averaged over 3 years, is equal to or less than the standard. The PM_{10} 24-hour standard is attained when 99% of the daily concentrations, averaged over 3 years, are equal to or less than the standard. The $PM_{2.5}$ 24-hour standard is attained when 98 % of the daily concentrations, averaged over 3 years, are equal to or less than the standard. Contact the EPA for further clarification and current federal policies.

[2] California standards for ozone, CO (except Lake Tahoe), SO2 (1- and 24-hour), NO_2, PM, and visibility-reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded. CAAQS are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

[3] Concentration expressed first in units in which it was promulgated [i.e., parts per million (ppm) or micrograms per cubic meter (µg/m^3)]. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

[4] Unclassified (U): a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or nonattainment.

Attainment (A): a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the area during a 3-year period.

Nonattainment (N): a pollutant is designated nonattainment if there was a least one violation of a state standard for that pollutant in the area.

Nonattainment/Transitional (NT): is a subcategory of the nonattainment designation. An area is designated nonattainment/transitional to signify that the area is close to attaining the standard for that pollutant.

[5] Secondary Standard

[6] Nonattainment (N): any area that does not meet (or that contributes to ambient air quality in a nearby area that does not meet) the national primary or secondary ambient air quality standard for the pollutant.

Attainment (A): any area that meets the national primary or secondary ambient air quality standard for the pollutant.

Unclassifiable (U): any area that cannot be classified on the basis of available information as meeting or not meeting the national primary or secondary ambient air quality standard for the pollutant.

Maintenance (M): any area previously designated nonattainment pursuant to the CAAA of 1990 and subsequently redesignated to attainment subject to the requirement to develop a maintenance plan under Section 175A of the CAA, as amended.

[7] ARB has identified lead and vinyl chloride as toxic air contaminants with no threshold of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

[8] Sacramento County is in attainment for annual federal standard for fine particulate matter ($PM_{2.5}$), but in nonattainment for 24-hour federal standard.

Source: SMAQMD 2016; ARB 2016a.

Table AQ-2 Summary of Annual Data on Ambient Air Quality in Sacramento (2013-2015)

	2013	2014	2015
Ozone [1]			
Maximum concentration (1-hr/8-hr avg, ppm)	0.090/0.073	0.088/0.077	0.086/0.079
Number of days state standard exceeded (1-hr/8-hr)	0/2	0/4	0/6
Number of days national standard exceeded (8-hr)	0	1	1
Fine Particulate Matter ($PM_{2.5}$) [2]			
Maximum concentration ($\mu g/m^3$)	40.2	33.2	42.1
Number of days national standard exceeded (24-hour measured)	6.1	0	3.0
Respirable Particulate Matter (PM_{10}) [1]			
Maximum concentration ($\mu g/m^3$)	51.0	35.0	54.0
Number of days state standard exceeded	6.0	0	6.1
Number of days national standard exceeded	N/A[3]	0.0	0.0

Notes: $\mu g/m^3$ = micrograms per cubic meter; ppm = parts per million

[1] Measurements from the Sacramento-Goldenland Court air quality monitoring station (68 Goldenland Court, Sacramento, CA 95834).

[2] Measurements from the Sacramento-T Street air quality monitoring station (1309 T Street, Sacramento, CA 95814).

[3] There was no data available to determine the value.

Source: ARB 2016b

a, b, c) The proposed project would result in emissions of criteria air pollutants and precursors during construction and operation. Short-term construction emissions are evaluated in the RDEIR under Impact 6.2-1. Construction-generated emissions of NO_X would exceed SMAQMD's significance threshold of 85 lb/day, and because of the project's size, PM_{10} emissions would result in or substantially contribute to emission concentrations that exceed the CAAQS. In addition, because Sacramento County is designated as a nonattainment area for both ozone and PM_{10}, construction-generated emissions could further contribute to pollutant concentrations that exceed the CAAQS. These impacts were considered significant in the RDEIR. Mitigation Measure 6.2-1 identifies several requirements that would result in a 20 percent reduction in NO_X and a 45 percent reduction in visible emissions from heavy duty diesel equipment, and reduction of fugitive dust emissions by up to 75 percent. However, daily construction emissions would still exceed the SMAQMD's significance criteria, even after application of all feasible measures identified under this Mitigation Measure, and the impact is considered significant and unavoidable.

Long-term operational emissions of ROG, NO_X, and PM_{10} are evaluated under Impact 6.2-2 in the RDEIR. Operational emissions would exceed SMAQMD's significant threshold of 65 lb/day. Operations of the project would also result in an increase in vehicle miles traveled (VMT) and associated mobile-source emissions that may conflict with SMAQMD's air quality planning efforts, and therefore result in a significant adverse incremental effect on the region's ability to attain and/or maintain the CAAQS. The impact is identified as significant. Mitigation Measure 6.2-2 requires the implementation of an Air Quality Mitigation Plan to reduce operational emissions by a minimum of 15 percent (shown in detail in Appendix E to the DEIR). The impact would remain significant and unavoidable, even with application of a 15 percent reduction under this Mitigation Measure.

Impact 6.2-3 in the RDEIR addresses potential effects from carbon monoxide (CO) emissions. Based on modeling conducted, per SMAQMD's screening procedures, the predicted local mobile-source CO concentrations would not exceed the 1-hour or 8-hour CAAQS, and the impact is therefore considered less than significant.

The proposed project would consist of similar land uses and intensity levels compared to the previously-approved project. Due to declining emissions factors in the statewide vehicle fleet mix

however, emissions of criteria pollutants and CO estimated for the proposed project would likely be less than the previously-estimated emissions and would not result in new or substantially more severe impacts. In addition, air quality significance criteria in the latest guidance from SMAQMD have not changed substantially since the EIR was certified. Therefore, the conclusions in the RDEIR remain valid and no further analysis is required.

d) Exposure of sensitive receptors to toxic air contaminant (TAC) emissions is addressed in the RDEIR under Impact 6.2-4. The analyses conducted for the DEIR showed that implementation of the project could result in the exposure of existing sensitive receptors to minor short-term increases in construction emissions that would be considered less than significant. A health risk assessment of exposure to TACs for future residents along the margins of the project closest to freeways shows that the project would not result in a substantially increased health risk, and the operational exposure is considered less than significant. The RDEIR concludes, however, that given that proposed on-site commercial land uses were not yet been identified, and given the potential proximity of nearby sensitive receptors, exposure of nearby on-site receptors to mobile-source TACs associated with commercial and other activities on the site would be considered potentially significant. Mitigation Measure 6.2-4 would require the implementation of a site-specific plan to reduce TAC emissions from diesel equipment and heavy trucks. The impact was determined to be significant and unavoidable, based on the uncertainty associated with on-site commercial land use activities and proximity of sensitive receptors to such uses.

The proposed project would consist of nearly identical (but slightly less intense) land uses compared to the previously-approved project. Due to declining emissions factors in the statewide vehicle fleet mix, however, emissions of TACs would likely be reduced, and therefore estimated incremental exposure levels would likely be equal to or less than what was previously analyzed. In addition, air quality significance criteria in the latest guidance from SMAQMD have not changed substantially since the EIR was certified. No new or substantially more severe impacts are expected. Therefore, the conclusions in the RDEIR remain valid and no further analysis is required.

e) Exposure to odor emissions is addressed under Impact 6.2-5 in the RDEIR. The RDEIR finds that certain aspects of project operations could result in the frequent exposure of on-site receptors to substantial objectionable odor emissions from on-site land uses. Implementation of Mitigation Measure 6.2-5, which calls for specific site design and review procedures during the permitting stages of the project to be implemented by the City would be reduced to a less-than-significant level. No new information or changes are known that would affect this conclusion. Therefore, the conclusions in the RDEIR remain valid and no further analysis is required.

Mitigation Measures

The following mitigation measures were referenced in the RDEIR and would continue to remain applicable if the proposed project were adopted.

- Mitigation Measure 6.2-1: Short-Term Construction-Generated Emissions
- Mitigation Measure 6.2-2: Generation of Long-Term Operational Emissions
- Mitigation Measure 6.2-4: On-Site Mobile Sources of TAC Emissions
- Mitigation Measure 6.2-5: Exposure to Odor Emissions

Conclusion

No new circumstances have occurred nor has any substantially important new information been found with respect to air quality requiring new analysis or verification. Therefore, the conclusions of the 2008 EIR remain valid and approval of the proposed project would not result in new or substantially more severe significant impacts to air quality.

BIOLOGICAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the DEIR, RDEIR, SRDEIR, or FEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Prior EIR Mitigations/ Environmental Commitments Address/Resolve Impacts?
4. Biological Resources. Would the project:					
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	DEIR pp. 6.12-21 – 6.12-47; Impacts 6.12-1, 6.12-2, 6.12-3, 6.12-4, 6.12-5, 6.12-6, 6.12-7, 6.12-8, 6.12-9	NO	NO	NO	NO (See additional mitigation measures set forth below.)
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	DEIR pp. 6.12-21 – 6.12-47; Impacts 6.12-1, 6.12-2, 6.12-3, 6.12-4, 6.12-5, 6.12-6, 6.12-7, 6.12-8, 6.12-9	NO	NO	NO	N/A
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	DEIR pp. 6.12-32 – 6.12-34; Impact 6.12-3	NO	NO	NO	YES
d. Interfere substantially with the movement of any native resident or migratory fish and wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	DEIR pp. 6.12-21 – 6.12-47; Impacts 6.12-1, 6.12-2, 6.12-3, 6.12-4, 6.12-5, 6.12-6, 6.12-7, 6.12-8, 6.12-9	NO	NO	NO	YES
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	DEIR pp. 6.12-37; Impact 6.12-7	NO	NO	NO	N/A
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	DEIR pp. 6.12-38 – 6.12-47; Impact 6.12-9	NO	NO	NO	N/A
g. Have the potential to cause a commercial and/or recreational fishery to drop below self-sustaining levels?	Not previously evaluated	NO	NO	NO	N/A

Discussion

Biological Resources are addressed in Section 6.12 of the DEIR. While the area of proposed development has not changed, the applicant has been coordinating with the City and resource agencies including the US Fish and Wildlife Service, (USFWS), California Department of Fish and Wildlife (CDFW), and the US Army Corps of Engineers (USACE) to further refine the conservation strategy identified in the certified 2008 FEIR (see Greenbriar Conservation Strategy dated January 2017). The project applicant prepared a Biological Resources Evaluation in June 2013 (HELIX 2013a), an updated Analysis of the Effects of the Greenbriar Development Project on the Natomas Basin Habitat Conservation Plan (HELIX 2016), and Greenbriar Conservation Strategy (HELIX 2017). Through that process the project applicant has refined the project's multi-species conservation strategy. Specifically, the revised conservation strategy enhances the mitigation identified in the 2008 EIR by:

- enhancing and preserving under a conservation easement a 28.3-acre (approximately 250-foot-wide) corridor along Lone Tree Canal referred to as the Lone Tree Canal Reserve;
- including measures to reduce or offset effects on Lone Tree Canal such as barriers/fencing, creation/enhancement of marsh habitat along the canal corridor, design of canal crossings to minimize obstacles to giant garter snake movement, and funding to manage the Lone Tree Canal Reserve in perpetuity;
- avoiding and minimizing construction-related effects on special-status species; and
- establishing approximately 528.5 acres of Off-Site Reserves in addition to the corridor conserved along Lone Tree Canal, including the Spangler Reserve (235.4 acres), the Moody Reserve (74±acres), and the North Nestor Reserve (219.1 acres). Habitat quality would increase at these sites because:
  - habitat would be preserved in perpetuity at all reserve sites;
  - habitat would be managed for the benefit of numerous NBHCP Covered Species at all reserve sites;
  - habitat would be enhanced at the Lone Tree Canal Reserve by recontouring the banks to enhance foraging habitat and cover for GGS and reduce maintenance disturbance, and establishment of native grassland in the upland areas;
  - managed marsh and upland habitat (annual grassland with seasonal wetlands) would be created at the Spangler Reserve;
  - habitat disturbance caused by farming or canal maintenance would be limited to authorized activities at all reserve sites and would be reduced at the Lone Tree Canal Reserve; and
  - habitat would be relatively free of human intrusion at the Lone Tree Canal Reserve (USFWS 2003) and the Off-Site Reserves.

a) The analysis contained in the DEIR under Impact 6.12-1, 6.12-2, 6.12-4, 6.12-5, 6.12-6, and 6.12-8 found that impacts to giant garter snake (GGS), Swainson's hawk, special-status plants, burrowing owl habitat, northwestern pond turtle, and loggerhead shrike nests were potentially significant. Potential impacts to Swainson's hawk, Delta-tule pea, Sanford's arrowhead, northwestern pond turtle and loggerhead shrike remain as described in the DEIR because no substantial changes in the site conditions have occurred since the FEIR was prepared. The project would not result in any new significant impacts or in a substantial increase in the severity of impacts due to new information or changes in the project or in the circumstances in which the project would be implemented. Therefore, the conclusions in the DEIR remain valid and no further analysis is required.

Mitigation Measure 6.12-6 related to western pond turtle has been revised to be consistent with revisions to Mitigation Measure 6.12-1, but the revisions do not result in any new or more significant environmental effects.

An updated impact analysis regarding GGS is provided below because of the additional habitat provided through the revised conservation strategy. The project applicant is seeking a Biological Opinion/Incidental Take Statement from the USFWS to satisfy requirements under Section 7 of the federal Endangered Species Act of 1973 (ESA) and is no longer pursuing preparation of a Habitat Conservation Plan for the project as previously identified in Mitigation Measure 6.12-1(a) of the DEIR. The project applicant is also seeking a permit from the CDFW under Section 2081 of the California Fish and Game Code for incidental take of state listed species.

An updated impact analysis is provided for burrowing owl based on additional information in the Biological Resources Evaluation (HELIX 2013a) and the updated conservation guidelines by CDFW (2012).

New potential impacts to valley elderberry longhorn beetle and tricolored blackbird were identified based on surveys conducted in June 2012 and an evaluation that suitable habitat for these species could be present on the project site (HELIX 2013a), but these impacts are less than significant given the conservation strategy and species-specific avoidance and minimization measures discussed below.

Giant Garter Snake

The proposed Greenbriar development would result in permanent impacts to 0.36 acre of aquatic GGS habitat on the Greenbriar Project Site and Off-Site Improvement Lands, and 7.28 acres of upland GGS habitat on the Greenbriar Project Site; totaling 7.64 acres of permanent impact. Permanent impacts at the Greenbriar Project Site include construction of Meister Way and another unnamed main street over Lone Tree Canal. Although replacing the existing pipe culvert under Elkhorn Boulevard with two 60-inch-diameter pipe culverts and installing a 48-inch-diameter pipe culvert to Lone Tree Canal and the culvert at I-5 will result in temporary impacts to Lone Tree Canal (totaling 0.36 acre of aquatic habitat), they are identified as permanent modifications to GGS habitat, and are calculated as permanent impacts.

The Lone Tree Canal Reserve will encompass approximately 31.3 acres along Lone Tree Canal—3.0 acres of the reserve will be impacted by the above-mentioned project features; however, 28.3 acres will remain undeveloped and will be enhanced for GGS habitat.

Development on the Greenbriar Project Site will result in temporary impacts to 28.3 acres of GGS habitat in the Lone Tree Canal Preserve. It is anticipated that enhancement of the Lone Tree Canal Reserve would be completed and the canal would provide better than pre-project conditions within a single construction season; therefore, the impacts would be self-mitigating. The temporary impacts would result in an overall beneficial effect on the species; the modifications would improve the habitat over existing conditions along Lone Tree Canal. Further, the Off-site Reserves will enhance and preserve GGS habitat and contribute to GGS connectivity in the Basin. The proposed conservation strategy to preserve, enhance, and manage On- and Off-site Reserves will provide better than existing habitat conditions for the species, thereby resulting in a beneficial impact to the species.

As under the 2008 EIR, specific avoidance and minimization measures would minimize the potential for harm to GGS individuals during development of the project site and the reserves.

Burrowing Owl

No focused surveys have been conducted for burrowing owls; however, an owl and possible active burrow in a remnant structure were observed on the Greenbriar Project Site on December 13, 2012.

Subsequent visits during winter 2012/2013 have resulted in negative findings. The CNDDB records indicated documented occurrences of this species in the area (with the nearest documentation from 2003); active burrows and owls were observed near drainage canals adjacent to rice fields approximately 0.75 mile north of the project site near SR 70/99 (CDFW 2013). An additional observation of this species was documented in 2006 and updated in 2008 north of Elverta Road, approximately 1 mile east of SR 70/99.

The Greenbriar Project Site and Off-site Improvement Lands provide 557 acres of suitable habitat for burrowing owl consisting of grass hay, ruderal/disturbed, abandoned irrigation canal, and remnant structure. The Greenbriar Project Site provides moderate foraging habitat and minimal nesting habitat – the abandoned irrigation canals are overgrown and would not provide suitable nesting opportunities. One remnant structure has burrows and is inhabited by small mammals, and may provide suitable nesting habitat for burrowing owls.

Potential impacts to burrowing owls include nest disturbance, loss of potential nesting habitat, and loss of foraging habitat. Development on the Greenbriar project site and Off-site Improvement Lands will result in permanent impacts to 516.45 acres of foraging habitat and moderately suitable nesting habitat at the remnant structures on the Greenbriar project site. The proposed conservation strategy to preserve, enhance, and manage On- and Off-site Reserves will offset the loss of potential nesting habitat for this species at the Greenbriar Project Site. The loss of potential foraging habitat is not expected to adversely affect the species due to the abundance of foraging habitat in the basin and relatively few burrowing owls present in the Basin. Thus, impacts to burrowing owls would remain less than significant.

Valley Elderberry Longhorn Beetle

One elderberry shrub is present within the Greenbriar Project Site near Elkhorn Boulevard, along the northern edge of the site within ruderal/disturbed habitat, and provides marginal to poor, potential habitat for valley elderberry longhorn beetle (VELB). Although the shrub is not located within riparian habitat and no VELB or species indicators (e.g., exit holes or frass) were observed, the elderberry shrub is considered potential habitat for VELB because it is within the range of the beetle (Barr 1991). Further, due to the cryptic nature of this species, it could inhabit the elderberry shrub and remain undetected.

The project will require removal of the elderberry shrub, which would result in suitable habitat removal, and would directly impact any VELB potentially using the shrub. Transplanting procedures have the potential to take individual VELB because larvae, if present in the stems, could be crushed or dislodged from the stems and become separated from the shrub. Transplanted elderberry shrubs may also experience stress, decline in health, or die due to changes in soil, hydrology, microclimate, or associated vegetation which would render them less suitable for VELB and may result in mortality of VELB using the affected shrubs. Mitigation Measure 6.12-10 below will ensure this potential impact is less-than-significant. Due to the isolated and marginal nature of the potential habitat at the single elderberry shrub on-site, the project will not contribute to a significant cumulative impact to VELB.

Tricolored Blackbird

The emergent vegetation along Lone Tree Canal and in seasonal wetlands and marshes, the grass hay, and the ruderal/disturbed, habitats provide approximately 564.15 acres of marginal tricolored blackbird nesting and/or foraging habitat on the Greenbriar Project Site. An additional 7.65 acres of ruderal/disturbed, seasonal wetland, and active irrigation canal on the Off-site Improvement Lands provide foraging habitat, but are near roadways and are not extensive enough to provide nesting opportunities. Although this species has not been observed in the project area, it could potentially occupy suitable nesting habitat in the Greenbriar Project Site prior to project implementation.

Development on the Greenbriar Project Site and Off-site Improvement Lands will result in permanent impacts to 512.99 acres of foraging habitat for tri-colored blackbird but implementation of the proposed conservation strategy will improve potential nesting habitat in Lone Tree Canal and at the Off-site Reserves because the development areas do not currently contain high quality nesting habitat, but the reserves would preserve nesting and foraging habitat in perpetuity. The loss of potential foraging habitat is not expected to adversely affect the species due to the abundance of foraging habitat in the basin and relatively few individuals of this species present in the Basin. The proposed mitigation to preserve, enhance, and manage On- and Off-site Reserves will provide better than existing habitat conditions for the species, thereby resulting in a beneficial impact to the species. Due to the habitat enhancement components of the project, the project would not contribute to a significant cumulative impact to tri-colored blackbird.

b) The DEIR disclosed potential impacts to riparian habitat in Lone Tree Canal (see Mitigation Measure 6.10-4), but concluded that these impacts would be less than significant with mitigation. (See also discussion of impacts to GGS above.) Conditions have not changed substantially since certification of the EIR in 2008 with respect to riparian habitat or other sensitive natural communities because no substantial changes in the site conditions have occurred since the 2008 EIR was prepared. The conclusions of the EIR remain valid, and there are no new circumstances that would result in new impacts or new information that would require additional analysis due to an effect on riparian habitats or other sensitive natural communities.

c) The analysis contained in the DEIR under Impact 6.12-3 found that loss and degradation of wetlands and waters of the United States would be a significant impact. Conditions have not changed substantially since certification of the EIR in 2008 with respect to wetlands and other jurisdictional waters. The prior EIR estimated that the project likely would result in the loss of 14.15 acres of jurisdictional waters of the U.S., but the preliminary jurisdictional determination had not been verified by USACE.

A total of 21.71 acres of potential waters of the U.S. were verified by USACE on September 12, 2014 on the Greenbriar Project Site and Off-Site Improvement Lands, as well as areas that include improvements by others not overlapping the Greenbriar Project Site and Off-site Improvement Lands. No riparian habitat occurs beyond the banks for the canals in the project site; therefore, CDFW jurisdiction is limited to within the OHWM as delineated for USACE. The modified project would result in permanent impacts to 17.59 acres of waters of the U.S., which includes 14.84 acres of direct fill and 2.75 acres of indirect impact.

Although the Greenbriar Project would result in slightly greater impacts to waters of the U.S. based on the verified delineation, the implementation of the Greenbriar Conservation Strategy and Mitigation measure 6.12-3 ensure that no net loss of wetlands would occur. Therefore, the conclusions of the EIR remain valid, and there are no new circumstances that would result in new impacts or new information that would require additional analysis due to an effect on a wetlands or waters of the United States.

d) The analysis contained in the DEIR under Impact 6.12-9 describes the effect of the proposed project on wildlife connectivity within the context of the Natomas Basin Habitat Conservation Plan. Consistent with the DEIR analysis, the revised effects analysis (HELIX 2016) explains that the Greenbriar Conservation Strategy, as well as the proposed development on the Greenbriar project site and Off-Site Improvement Lands, have an overall beneficial effect on the establishment and management of reserves in the Natomas Basin and vicinity. Because the acreage of land in the Natomas Basin that is potentially available and suitable for preservation substantially exceeds the 8,750 acres that will be preserved by the NBHCP, the Greenbriar Development Project would not preclude the preservation of sufficient land to attain the NBHCP's goals and objectives. The project would provide land for the establishment of reserves at a 1.03:1 ratio, rather than a 0.5:1 ratio required by the NBHCP. The Off-Site Reserves will be managed for the benefit of all of the NBHCP Covered Species. Reserve lands will be adjacent to or near existing reserves, increasing the

connectivity of habitats and the resources available to covered species using reserves established by the NBHCP; in addition, it would conserve an important corridor of canal habitat along Lone Tree Canal. The project also would increase opportunities to establish new reserves, particularly to create larger reserves by preserving additional land adjacent to existing TNBC reserves. Because the Greenbriar Development Project is establishing reserves at a 1.03:1 ratio (impacts:mitigation) for habitat converted to urban uses and protecting GGS movement corridor along Lone Tree Canal, the potential effects (both adverse and beneficial) that would result from implementing the project would be unlikely to alter the population viability of any of the covered species. For these reasons, the project would have an overall beneficial effect on the attainment of this goal. Therefore, the conclusions of the EIR remain valid, and the additional analysis reflected in this checklist and the revised Greenbriar Effects Analysis concludes that the impact on wildlife corridors would be less than significant.

e) The analysis contained in the DEIR under Impact 6.12-7 found that no loss of protected trees would occur. Conditions have not changed substantially since certification of the EIR in 2008 with respect to tree removal and potential conflicts with local policies or ordinances protecting biological resources. Therefore, the conclusions of the EIR remain valid, no impact would occur, and no mitigation would be required.

f) The analysis contained in the DEIR under Impact 6.12-9 described the potential conflict with the Natomas Basin Habitat Conservation Plan. Consistent with the DEIR conclusions, a revised effects analysis was prepared in 2016 that evaluated the effects on each species covered by the NBHCP, on the conservation strategy of the NBHCP, on specific conservation measures, and consequently on attainment of the NBHCP's goals and objectives as a result of implementing the proposed development on the project site and Off-Site Improvement Lands as well as the associated conservation strategy (HELIX 2016).

The revised effects analysis used the 2001 land cover data that represents baseline conditions of the NBHCP, and also considered changes in land cover in 2005 and 2015. Interpretations of the project's effects on the NBHCP were based on the sum of anticipated effects on the viability of populations of NBHCP covered species using the Natomas Basin, on the effectiveness of the NBHCP's conservation strategy, and on attainment of the goals and objectives of the NBHCP.

Overall, the Greenbriar Development Project would not reduce the viability of any of the Covered Species, reduce the effectiveness of the NBHCP conservation strategy, or adversely affect attainment of the NBHCP goals and objectives. It would have this outcome because the Greenbriar Conservation Strategy includes preservation, enhancement, and management in perpetuity of reserve lands at a 1.03:1 ratio (preserved:converted), as well as the avoidance and minimization of effects on the Lone Tree Canal corridor. For the Covered Species, the increased habitat values on preserved lands offset the habitat values lost because of the development at the Greenbriar Project Site, and thus ensure preservation of resources in the Natomas Basin for these species. The Greenbriar Conservation Strategy ensures preservation of the Lone Tree Canal corridor, which is essential for maintaining connectivity of aquatic habitat and movement of GGS between the southern and central Natomas Basin.

As under the FEIR, this potential impact would be less than significant with mitigation.

g) Commercial and/or recreational fisheries were not evaluated in the 2008 EIR, as there is no suitable habitat for fish species or fisheries on the project site or vicinity, or known project effects that would impact these resources. There is no substantially important new information requiring additional analysis or verification, or new impacts related to commercial and/or recreational fisheries, and therefore no further analysis is required.

Mitigation Measures

Mitigation Measures 6.12-1, 6.12-2, 6.12-3, 6.12-5, 6.12-5, 6.12-6, and 6.12-8 referenced in the DEIR are revised as follows. These measures are also integrated into the Greenbriar Conservation Strategy, and thus fully enforceable both as project components and mitigation measures.

- Mitigation Measure 6.12-1 Giant Garter Snake

General Measure

a. The Project Applicant shall obtain appropriate authorization for incidental take of GGS from USFWS and CDFW.

   The Project Applicant shall implement the Greenbriar Conservation Strategy, which includes the establishment of approximately 557 acres of on- and off-site reserves and represents a 1.03:1 ratio (area preserved: area impacted). This significantly exceeds the NBHCP mitigation ratio of 0.5:1. The Project's reserves will be enhanced, preserved, and managed in perpetuity. Land uses at the reserves will be consistent with the intended habitat types and ratios of the NBHCP reserve system, which are composed of 50 percent rice, 25 percent managed marsh, and 25 percent upland. Based on the current design, the Greenbriar Development Project proposes 259.4 acres of rice (46.6%), 143.8 acres of managed marsh (25.8%), and 153.9 acres of upland (27.6%).

Habitat Creation, Preservation, and Management in Lone Tree Canal Linear Open Space/ Buffer Area

b. To ensure that development of the Greenbriar Project Site does not diminish habitat connectivity for GGS between the southwest and northwest zones in the Basin identified in the NBHCP, approximately 28.3 acres along Lone Tree Canal shall be protected and managed as GGS habitat. This on-site habitat preservation shall protect an approximately 250-foot wide corridor of GGS habitat that includes the canal and approximately 200-225 feet of adjacent uplands. Uplands within the linear open space/buffer area shall be managed as perennial grassland as described below. Additional aquatic habitat for GGS shall be created along the east bank of Lone Tree Canal by recontouring the bank to facilitate the growth of freshwater marsh plants.

c. To ensure that the Project does not preclude GGS movement along Lone Tree Canal, all new road crossings of Lone Tree Canal shall be designed to minimize obstacles to GGS movement.

d. Upland habitat within the Lone Tree Canal Reserve shall be created and managed to provide refugia for GGS during the winter dormant period. Upland habitat within the linear open space/buffer areas shall be converted to native grassland and managed, in perpetuity, as grassland habitat.

e. Aquatic habitat shall be maintained throughout the GGS active season in Lone Tree Canal, in perpetuity. This is the legal responsibility and obligation of the MAP POA. The MAP HCP includes provisions for maintaining water in the canal such that the basic habitat requirements of the GGS are met. The MAP HCP also provides a road map, through "Changed Circumstances," to address procedures to follow if water is not being maintained in the canal to meet these requirements. As described in the MAP HCP, the MAP is legally obligated to assure these requirements are met, and financial and procedural mechanisms are included in the MAP HCP to enforce this. It is, therefore, assumed that MAP will provide water to Lone Tree Canal, as required by the MAP HCP and ITP, in perpetuity. It is also assumed that USFWS will use all reasonable means available to it, to enforce this MAP HCP requirement. If water is not provided to Lone Tree Canal by the MAP to meet the habitat requirements of GGS as required by the MAP HCP and USFWS exhausts its enforcement responsibilities, the Project Applicant shall assume the responsibility of providing suitable GGS aquatic habitat throughout the section of Lone Tree Canal in the Lone Tree Canal Reserve. However, as stated herein, the Project Applicant shall only assume this responsibility if it has been sufficiently

demonstrated to the City of Sacramento that USFWS has exhausted all reasonable means to compel MAP to comply with the relevant conditions of the MAP ITP.

f. An 8-inch-diameter drain pipe will be installed to drain to Lone Tree Canal near the northern boundary of the Greenbriar Project Site from detention basins proposed for construction on the Greenbriar Project Site. The purpose of the drain pipe is to provide supplemental flows to Lone Tree Canal in the event that additional water is required to maintain water sufficient to support GGS during its active season. The drain pipe will include a slide gate that will be physically operated as needed. The water supply will be stormwater and/or groundwater from pumps installed as part of the project.

g. A masonry and metal fencing barrier shall be installed between the GGS habitat linear open space/buffer area and the adjacent development on the Greenbriar Project Site to ensure that GGS do not enter the development area, and to prohibit humans and pets from entering the GGS habitat. The design of this barrier shall be subject to USFWS and CDFW review and approval. The entire length of the barrier shall be maintained on the preserve side by a nonprofit land trust to ensure that vegetation or debris does not accumulate near the barrier and provide opportunities for wildlife and pets to climb over the barrier. On the development side, CC&Rs shall prohibit accumulation of vegetation or debris adjacent to the barrier. Chain link fencing shall be placed at both ends of the corridor, with locked gates permitting entry only by RD 1000 and NCMWC for channel maintenance, and by the preserve manager for habitat monitoring and maintenance purposes.

h. Specific requirements associated with the barrier shall be developed through consultation with USFWS and CDFW, and may include the following and/or other specifications that CDFW and USFWS consider to be equally or more effective:

- adequate height and below-ground depth to prevent snakes or burrowing mammals from providing a through-route for snakes by establishing burrows from one side to the other crossing;
- constructed using extruded concrete or block construction extending a minimum of 36-inches above ground level;
- maintenance to repair the barrier and to prevent the establishment of vegetation or collection of debris that could provide snakes with a climbing surface allowing them to breech the barrier;
- a cap or lip extending at least two-inches beyond the barrier's vertical edge to prevent snakes from gaining access along the barrier's top edge; and
- signage to discourage humans and their pets from entering the area.

i. The Lone Tree Canal Reserve shall be protected in perpetuity under a conservation easement and will be managed to sustain the value of this area for GGS habitat connectivity. Compliance and biological effectiveness monitoring shall be performed and annual monitoring reports prepared. This monitoring, reporting, and adaptive management shall be performed as described in the SSMP prepared for the project in coordination with USFWS and CDFW.

On-Site Avoidance and Minimization Measures

j. The measures described below shall be implemented to avoid and minimize take of GGS during construction activities, including construction of managed marsh habitat:

- All grading activity within GGS habitat (aquatic habitat and uplands within 200 feet of aquatic habitat) shall be restricted to a period between May 1 and September 30. Because this is during the snakes' active stage, it would allow GGS to actively move away from danger and thereby reduce chances of GGS mortality. Additionally, this restriction is timed to avoid grading during the

snakes' breeding, dispersal, fall foraging and over-wintering periods, when they are most vulnerable to disturbance. If grading cannot be scheduled between May 1 and September 30, the Project Applicant shall contact the USFWS to determine whether additional measures are necessary to avoid and/or minimize take of GGS. Grading shall only occur during the period between October 1 and April 30 upon written USFWS approval.

- A qualified biologist with experience identifying GGS shall survey the construction area for GGS no more than 24 hours prior to the start of any construction activities resulting in ground disturbance or vegetation removal. If construction activities stop for a period of two weeks or more, a new GGS survey shall be completed no more than 24 hours prior to the re-start of construction activities.

- Between April 15 and September 30, all irrigation ditches, canals, or other aquatic habitat within the construction area shall be completely dewatered, with no ponded water remaining, for at least 15 consecutive days prior to the excavation or filling in of the dewatered habitat. The purpose of dewatering the aquatic habitat prior to ground disturbing activities in the aquatic habitat is to compel GGS to leave the area on their own. A qualified biological monitor shall ensure that dewatered habitat does not continue to support GGS prey, which could attract snakes into the area. Netting and salvage of prey may be necessary if a site cannot be completely dewatered.

- To minimize habitat disturbance during construction of the urban development, the Lone Tree Canal Reserve shall be bordered on the outer edge with exclusionary fencing to prevent GGS from entering the construction area (a permanent barrier will be installed with improvements at the Lone Tree Canal Reserve).

- Clearing and grading shall be confined to the minimum area necessary to facilitate construction activities as determined by a qualified biologist. Habitat that will be avoided shall be cordoned off, clearly flagged, and designated as an "Environmentally Sensitive Area" by a qualified biologist. To prevent GGS from entering the development area during construction, the exclusionary fencing protecting the Lone Tree Canal Reserve shall be erected during the GGS active season (May 1 and October 1) preceding construction when GGS are less likely to occupy upland retreats on the Greenbriar Project Site, and shall remain intact for the duration of construction. The development area side of the exclusion fence shall be routinely monitored for any GGS that may have potentially been stranded by the fence, not finding their way through the fence into the canal. Snakes encountered should be relocated to the nearest suitable habitat off-site by a qualified biologist.

- All construction personnel shall receive worker environmental awareness training from a qualified biologist prior to commencing any construction-related activities. This training shall instruct workers on how to identify the GGS and its habitat, and what to do if a GGS is encountered during construction activities.

- A qualified biological monitor shall be present during grading activities within 200 feet of aquatic GGS habitat to ensure that construction activities do not encroach into unauthorized areas. If a live GGS is found during construction activities, the biological monitor shall immediately notify USFWS. The biological monitor shall have the authority to stop construction in the vicinity of the snake. The snake shall be monitored and given a chance to leave the area on its own. If the snake does not leave on its own within 1 working day, the biological monitor shall consult with the USFWS to determine any necessary additional measures. Any GGS mortality shall also be reported by the biological monitor within 1 working day to USFWS. Any project-related activity that results in GGS mortality shall cease so that this activity can be modified to the extent practicable to avoid future mortality.

- Upon completion of construction activities, construction debris shall be completely removed from the site. If this material is situated near existing GGS aquatic habitat, and it is to be removed between October 1 and April 30, it shall be inspected by a qualified biologist prior to removal to assure that GGS are not using it for hibernaculae or temporary refuge.

- No plastic, monofilament, jute, or similar erosion control matting that could entangle snakes shall be placed when working within 200 feet of snake aquatic or rice habitat. Possible substitutions include coconut coir matting, tactified hydroseeding compounds, or other material approved by CDFW and USFWS.

- Upon locating dead, injured or sick threatened or endangered wildlife species (Federal), the USFWS's Division of Law Enforcement and the Sacramento Fish and Wildlife Office will be notified within one working day. Written notification to both offices must be made within 3 calendar days and must include the date, time, and location of the finding of a specimen and any other pertinent information.

- Mitigation Measure 6.12-2 Swainson's Hawk

  The Project Applicant shall implement the Greenbriar Conservation Strategy, which includes the establishment of approximately 557 acres of on- and off-site reserves and represents a 1.03:1 ratio (area preserved: area impacted). This significantly exceeds the NBHCP mitigation ratio of 0.5:1. The Project's reserves will be enhanced, preserved, and managed in perpetuity. Land uses at the reserves will be consistent with the intended habitat types and ratios of the NBHCP reserve system, which are composed of 50 percent rice, 25 percent managed marsh, and 25 percent upland. Based on the current design, the Greenbriar Development Project proposes 259.4 acres of rice (46.6%), 143.8 acres of managed marsh (25.8%), and 153.9 acres of upland (27.6%).

  a. Surveys shall be conducted by a qualified biologist on and adjacent to the Greenbriar Project Site, Spangler Reserve, and any other properties associated with the Greenbriar Development Project where construction or restoration activities resulting in ground disturbance or mechanized land clearing would occur. The surveys shall be conducted consistent with the Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley (SHTAC 2000) in the calendar year that construction is scheduled to commence.

  b. If breeding Swainson's hawks (i.e. exhibiting nest building or nesting behavior) are identified, no new disturbances (e.g., heavy equipment operation associated with construction) will occur within 0.5 mile of an active nest between March 15 and September 15, or until a qualified biologist, with concurrence by CDFW, has either determined that young have fledged or that the nest is no longer occupied, or that construction can commence with pre-cautions in place (would be determined in coordination with CDFW). Routine disturbances such as agricultural activities, commuter traffic, and routine facility maintenance activities within 0.5 mile of an active nest are not restricted.

  c. Where disturbance of a Swainson's hawk nest cannot be avoided, the nest tree may be destroyed during the non- nesting season. For purposes of this provision, the Swainson's hawk nesting season is defined as March 15 to September 15. If a nest tree (any tree that has an active nest in the year the impact is to occur) must be removed, tree removal shall only occur between September 15 and February 1.

  d. If a Swainson's hawk nest tree is to be removed and fledglings are present, the tree may not be removed until September 15 or until a qualified biologist in coordination with CDFW has determined that the young have fledged and are no longer dependent upon the nest tree.

  e. If construction or other project related activities which may disturb nesting birds are proposed within a 1/4 mile buffer zone of an active nest, intensive monitoring (funded by the Project Applicant) by a

qualified biologist will be required. Exact implementation of this measure will be based on specific information at the construction area.

- Mitigation Measure 6.12-3: Waters of the U.S. and Waters of the State

  a. Prior to Project approval, the Project Applicant shall obtain a verified wetland delineation from the USACE. Based on the results of the verified delineation, the Project Applicant shall commit to replace, restore, or enhance on a "no net loss" basis, in accordance with the USACE and the Central Valley Regional Water Quality Control Board (CVRWQCB), as appropriate for each agency's jurisdiction, the acreage of all waters of the U.S. and wetland habitats, including "isolated" wetlands that would be removed with implementation of the Project. Wetland restoration, enhancement, and/or replacement shall be at a location and by methods acceptable to the USACE, CDFW, and CVRWQCB, as determined during the Section 404, Section 1600, and Section 401 permitting processes.

  b. The Project Applicant shall prepare and submit a habitat mitigation and monitoring plan to the USACE for the creation of jurisdictional waters at a mitigation ratio no less than 1:1 acres of created waters of the U.S., including wetlands, to each acre filled. The mitigation plans shall demonstrate how the USACE criteria for jurisdictional waters will be met through implementation. Wetland mitigation achieved through reserve establishment to benefit Covered Species can satisfy this measure if conducted in such a way that it meets both habitat function and the USACE criteria for creation of waters of the U.S. The wetland creation section of the habitat mitigation and monitoring plan shall include the following:

     - target areas for creation,
     - a complete biological assessment of the existing resources on the target areas,
     - specific creation and restoration plans for each target area,
     - performance standards for success that will illustrate that the compensation ratios are met, and
     - a monitoring plan including schedule and annual report format.

  c. The Project Applicant shall secure the following permits and regulatory approvals, as necessary, and implement all permit conditions before implementation of any construction activities associated with the Project:

     - Authorization for the fill of jurisdictional waters of the U.S. shall be secured prior to placing any fill in jurisdictional wetlands from the USACE through the Clean Water Act (CWA) Section 404 permitting process. Timing for compliance with the specific conditions of the 404 permit shall be per conditions specified by the USACE as part of permit issuance. It is expected that the Project would require an individual permit because wetland impacts would total more than 0.5 acre. In its final stage and once approved by the USACE, the mitigation plan is expected to detail proposed wetland restoration, enhancement, and/or replacement activities that would ensure no net loss of jurisdictional wetlands function and values in the project vicinity. As required by Section 404, approval and implementation of the wetland mitigation and monitoring plan shall ensure no net loss of jurisdictional waters of the U.S., including jurisdictional wetlands. Mitigation for impacts to "isolated" wetlands shall be included in the same mitigation plan. All mitigation requirements identified through this process shall be implemented before construction begins in any areas containing wetland features.

     - Prior to construction in any areas containing wetland features, the project applicant shall obtain water quality certification pursuant to Section 401 of the CWA for the project. Any measures required as part of the issuance of water quality certification shall be implemented.

     - The Project Applicant shall obtain a Streambed Alteration Agreement under Section 1600 et seq. of the California Fish & Game Code for impacts to Waters of the State as defined under Section 1602 of the California Fish & Game Code.

d. The Project Applicant shall file a report of waste discharge with the CVRWQCB for activities affecting "isolated" waters of the state, if applicable.

- Mitigation Measure 6.12-4: Special-status Plant Species, Delta Tule Pea and Sanford's Arrowhead

a. Before the initiation of any ground-disturbing or vegetation-clearing activities within suitable habitat, the Project Applicant shall retain a qualified botanist to conduct focused surveys for Delta tule pea and Sanford's arrowhead. The botanist shall conduct surveys for these special-status plant species at the appropriate time of year when the target species would be in flower, and therefore, clearly identifiable. Surveys shall be conducted following the approved CDFW protocol for surveying for special-status plant species. If no special-status plants are found during focused surveys, the botanist shall document the findings in a letter report to USFWS and CDFW and no further measures shall be required.

b. If special-status plant populations are found, the Project Applicant shall consult with CDFW to determine the appropriate mitigation measures for any population that may be affected by the Project.

c. Special-status plants will be avoided if they occur outside of the construction limits. Fencing and signage will be placed around any avoided special-status plant(s) identifying the plant location(s) as an environmentally sensitive area that must be protected during construction. Appropriate BMPs will be implemented to protect the plants from fugitive dust, sedimentation, harmful substances, or contaminated runoff from the construction area that could harm the plants.

d. Mitigation measures may include creation of off-site populations on project mitigation sites, through seed collection or transplanting, preserving and enhancing existing populations, or restoring or creating suitable habitat in sufficient quantities to compensate for the impact.

- Mitigation Measure 6.12-5 Burrowing Owl

a. In the calendar year that construction is scheduled to commence, surveys will be conducted by a qualified biologist to determine presence/absence of western burrowing owls and/or occupied burrows in the Greenbriar Project Site and accessible areas within 500 feet according to the CDFW's Staff Report on Burrowing Owls (CDFW 2012). Winter survey(s) shall be conducted between December 1 and January 31 and nesting survey(s) shall be conducted between April 15 and July 15. Pre-construction surveys shall also be conducted within 30 days prior to construction to ensure that no additional western burrowing owls have established territories since the initial surveys. If no western burrowing owls are found during any of the surveys, a letter report documenting survey methods and findings shall be submitted to CDFW, and no further mitigation will be necessary.

b. Occupied burrows shall not be disturbed during the nesting season (February 1 through August 31) unless a qualified biologist verifies through non-invasive measures that either: 1) the birds have not begun egg-laying and incubation; or 2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival.

c. If nest sites are found, the USFWS and CDFW shall be contacted regarding suitable mitigation measures, which may include a 300-foot buffer from the nest site during the breeding season (February 1 - August 31), or a relocation effort for the burrowing owls if the birds have not begun egg-laying and incubation or the juveniles from the occupied burrows are foraging independently and are capable of independent survival. If on-site avoidance is required, the location of the buffer zone will be determined by a qualified biologist. The developer shall mark the limit of the buffer zone with yellow caution tape, stakes, or temporary fencing. The buffer will be maintained throughout the construction period.

d. If relocation of the owls is approved for the site by CDFW, the developer shall hire a qualified biologist to prepare a plan for relocating the owls to a suitable site. The relocation plan must include: (a) the location of the nest and owls proposed for relocation; (b) the location of the proposed relocation-site;

(c) the number of owls involved and the time of year when the relocation is proposed to take place; (d) the name and credentials of the biologist who will be retained to supervise the relocation; (e) the proposed method of capture and transport for the owls to the new site; (f) a description of the site preparations at the relocation-site (e.g., enhancement of existing burrows, creation of artificial burrows, one-time or long-term vegetation control, etc.); and (g) a description of efforts and funding support proposed to monitor the relocation. Relocation options may include passive relocation to another area of the site not subject to disturbance through one way doors on burrow openings, or construction of artificial burrows in accordance CDFW guidelines.

e. Where on-site avoidance is not possible, disturbance and/or destruction of burrows shall be offset through development of suitable habitat on the Project's reserves. Such habitat shall include creation of new burrows with adequate foraging area (a minimum of 6.5 acres or 300 feet radii) around the newly created burrows. This habitat (created burrows and associated foraging habitat) will be protected and managed in perpetuity as burrowing owl habitat according to guidelines established in the Site-Specific Management Plan for the reserve. Management activities in the burrowing owl habitats on the reserve shall include but are not limited to 1) vegetation management (grazing, mowing, burning), management of ground squirrels and other fossorial mammals, semi-annual and annual artificial burrow cleaning and maintenance (if applicable), control of non-native weeds and wildlife potentially detrimental to burrowing owls, and trash removal.

f. The project applicant shall implement Mitigation Measure 6.12-2.

- Mitigation Measure 6.12-6: Western Pond Turtle

a. All construction personnel shall receive worker environmental awareness training from a qualified biologist prior to commencing any construction-related activities. This training shall instruct workers on how to identify the western pond turtle and its habitat, and what to do if a western pond turtle is encountered during construction activities.

b. A pre-construction survey will be conducted for nesting pond turtle by a qualified biologist. If nesting areas for pond turtles are identified within the survey limits, a buffer area of 300 feet shall be established between the nesting site and the aquatic habitat (e.g. canal or ditch) located near the nesting site. The buffer shall be indicated by temporary fencing if construction has or will begin before the nesting period has ended (the period from egg laying to emergence of hatchlings is normally April to November). Any western pond turtles observed in the survey limits will be reported to the CNDDB.

c. A qualified biological monitor(s) will be present during any dewatering of the canals to relocate any western pond turtles in the canals to suitable habitat up or downstream of the area of disturbance. Prior to dewatering, CDFW will be notified of the intent to conduct western pond turtle monitoring and potential relocation. If western pond turtle is encountered in the construction area during dewatering activities, work shall be halted until the individual has left the work area on its own or been relocated by a qualified biologist.

d. Additionally, as stated in the avoidance and minimization measures for GGS, between April 15 and September 30, all irrigation ditches, canals, or other aquatic habitat within the construction area shall be completely dewatered, with no ponded water remaining, for at least 15 consecutive days prior to the excavation or filling in of the dewatered habitat. The purpose of dewatering the aquatic habitat prior to filling is to compel turtles to leave the area on their own. A qualified biological monitor shall ensure that dewatered habitat does not continue to support suitable prey which could attract turtles into the area. Netting and salvage of prey may be necessary if a site cannot be completely dewatered.

e. The project applicant shall implement Mitigation Measure 6.12-1.

- Mitigation Measure 6.12-8: Loggerhead Shrike

  On-site Avoidance and Minimization Measures

  a. If construction begins during the breeding season for loggerhead shrikes (March 1 to July 31), pre-construction surveys for loggerhead shrike shall be conducted by a qualified biologist on the Greenbriar Project Site, Spangler Reserve, and any other proposed construction/restoration areas (involving ground disturbance or vegetation removal) as well as on publicly accessible land within 500 feet of those sites (and on private land if permission is granted by the land owner). The pre-construction surveys will be conducted by a qualified biologist within two weeks prior to commencement of construction to determine presence/absence of nesting loggerhead shrike. If surveys determine loggerhead shrikes are present, the following measures shall be implemented to avoid disturbance to occupied nests during the nesting season:

     - A boundary shall be marked by brightly colored construction fencing that establishes a buffer zone a minimum of 100 feet from the active nest. No project-related disturbance shall occur within the fenced, 100-foot buffer during the nesting season (March 31 to July 31) or until the young have fledged and are no longer dependent on the nest as determined by a qualified biologist.

The following new mitigation measures would be adopted with the proposed project.

- Mitigation Measure 6.12-10: Valley Elderberry Longhorn Beetle

  a. The elderberry shrub on the Greenbriar Project Site will be transplanted when the plant is dormant, if possible, approximately November through the first two weeks in February, after it has lost its leaves. The following transplanting procedure shall be followed:

     - The plant will be cut back 3 to 6 feet from the ground or to 50 percent of its height (whichever is taller) by removing branches and stems above this height. The trunk and all stems measuring 1 inch or greater in diameter at ground level will be replanted. Any leaves remaining on the plant will be removed.

     - A hole will be excavated of adequate size to receive the transplant.

     - The plant will be excavated using a VermeerTM spade, backhoe, front end loader, or other suitable equipment, taking as much of the root ball as possible, and will be replanted immediately at the designated location. The plant will only be moved by the root ball. The root ball will be secured with wire and wrapped with damp burlap. The burlap will be dampened as necessary to keep the root ball wet. Care will be taken to ensure that the soil is not dislodged from around the roots of the transplant. Soil at the transplant site will be moistened prior to transplant if the soil at the site does not contain adequate moisture.

- Mitigation Measure 6.12-11: Tricolored Blackbird

  a. If construction begins during the nesting season for tri-colored blackbirds (May 15 to July 31), pre-construction surveys will be conducted by a qualified biologist within two weeks prior to commencement of construction to determine presence/absence of tricolored blackbird nests within the Greenbriar Project Site, Spangler Reserve, and any other proposed construction/restoration areas (involving ground disturbance or vegetation removal) as well as on publicly accessible land within 500 feet of those sites (and on private land if permission is granted by the land owner). If surveys determine tri-colored blackbirds are present, the following measures shall be implemented to avoid disturbance to occupied nesting colonies during the nesting season:

- A boundary shall be marked by brightly colored construction fencing that establishes a buffer zone a minimum of 500 feet from the active colony. No project-related disturbance shall occur within the 500-foot fenced buffer area during the nesting season to July 31, or while birds are present.

- A qualified biologist must determine the young tri-colored blackbirds have fledged and nest sites are no longer active before the nest site may be disturbed.

b. If construction commences outside of the nesting season (August 1 to May 14), no avoidance and minimization measures are necessary.

- Mitigation Measure 6.12-12: Aleutian Canada Goose Conservation Measures

a. Precautionary measures will be implemented consistent with measures included in the NBHCP to avoid potential impacts to foraging Aleutian Canada geese if they are present during ground disturbance or vegetation disturbance/removal associated with construction or restoration activities on the Greenbriar Project Site, Spangler Reserve, or any other properties associated with the Greenbriar Development Project.

b. A pre-construction survey for Aleutian Canada geese shall be conducted within two weeks prior to beginning construction if construction is scheduled to commence during the time of year that this species would be present in the Basin (October 1 through May 15). If Aleutian Canada geese are identified, CDFW should be consulted regarding the appropriate avoidance and minimization measures to avoid impacts to this species. Such measures shall be appropriate for the use (e.g. foraging, roosting, etc.) and activity of the species, since this species is a seasonal visitor to the Basin. Measures may include postponing the start of construction until the birds have left on their own accord, or implementing deterrents to encourage the birds to leave the site on their own accord.

- Mitigation Measure 6.12-13: General Nesting Bird Conservation Measures

a. The following avoidance and minimization measures shall be implemented prior to site disturbance to avoid impacts to nesting raptors and other birds on the project sites or immediately adjacent properties. This is a general nesting bird protection measure. Specific measures for special-status bird species are listed individually.

- To avoid impacts to nesting birds, a nesting survey shall be conducted within the Greenbriar Project Site, Spangler Reserve, and/or any other sites as needed prior to commencing with earth-moving or construction work if this work would occur during the typical nesting season (between February 1 and August 31).

- The nesting survey shall include examination of all areas on or within 300 feet of the entire site, not just trees slated for removal, since ground vibrations and noise from earth-moving equipment can disturb nesting birds and potentially result in nest abandonment. Areas within 300 feet of the site shall be surveyed on foot if accessible or from within the site or publicly accessible areas by scanning the surrounding land with the aid of binoculars.

- If nesting birds are identified during the surveys, CDFW shall be notified to determine the appropriate buffer, orange construction fence shall be installed to establish a 300-foot radius around the nest unless a qualified biologist determines that a lesser distance will adequately protect the nest (refer to discussion below for more detail). If the tree or nest is located off the site, then the buffer shall be demarcated per the above where the buffer intersects the site.

- The size of the non-disturbance buffer may be altered if a qualified biologist conducts behavioral observations and determines the nesting birds are well acclimated to disturbance. If this occurs, the biologist shall prescribe a modified buffer that allows sufficient room to prevent undue

disturbance/harassment to the nesting birds. If the buffer is reduced, the qualified biologist shall remain on site to monitor the behavior of the nesting birds during construction in order to ensure that the reduced buffer does not result in take of eggs or nestlings.

- No construction or earth-moving activity shall occur within the established buffer until it is determined by a qualified biologist that the young have fledged (are no longer dependent on the nest or the adults for feeding) and have attained sufficient flight skills to avoid project construction zones. This typically occurs by August 31. This date may be earlier or later, and shall be determined by a qualified biologist. If a qualified biologist is not hired to monitor the nesting raptors then the full 300-foot buffer(s) shall be maintained in place from February 1 through the month of August. The buffer may be removed and work may proceed as otherwise planned within the buffer on September 1.

Conclusion

While most of the conclusions of the 2008 FEIR remain valid, updated surveys and habitat evaluation since certification of the EIR revealed potential impacts to valley elderberry longhorn beetle, general nesting raptors, Aleutian Canada Goose, and tricolored blackbird, and the 2014 verified delineation revealed a slightly greater amount of jurisdictional waters of the U.S. in the development area. However, the project includes a revised and enhanced Conservation Strategy and additional mitigation measures have been included herein that are equally as effective or more effective and would reduce any impacts of the project to a less-than-significant level. Therefore, the project would not result in any new significant impacts such that additional CEQA analysis would be required. While additional information regarding the conservation measures for giant garter snake, burrowing owl, Swainson's Hawk, special-status plants, and western pond turtle, and habitat mitigation has been developed and incorporated into the Project description since certification of the 2008 EIR, the revised conservation measures would not result in new significant impacts or in a substantial increase in the severity of the previously identified impacts.

CULTURAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the DEIR, RDEIR, SRDEIR, or FEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Prior EIR Mitigations/ Environmental Commitments Address/Resolve Impacts?
5. Cultural Resources. Would the project:					
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	DEIR pp. 6.13-8 – 6.13-9; Impacts 6.13-1, 6.13-2	NO	NO	NO	N/A
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	DEIR pp. 6.13-8 – 6.13-9; Impacts 6.13-1, 6.13-2	NO	NO	NO	YES
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	DEIR pp. 6.13-8 – 6.13-9; Impacts 6.13-1, 6.13-2	NO	NO	NO	YES
d. Disturb any human remains, including those interred outside the formal cemeteries?	DEIR pp. 6.13-9 – 6.13-10; Impact 6.13-3	NO	NO	NO	YES

Discussion

The DEIR addresses Cultural Resources in Section 6.13. Regional and local conditions remain the same as stated in the existing setting.

a, b, c) The DEIR analysis addresses damage or destruction of significant documented cultural resources (Impact 6.13-1), as well as potential impacts to undocumented cultural resources (Impact 6.13-2). The DEIR concludes that no impacts would occur with respect to documented cultural resources. Potentially significant impacts to undocumented cultural resources that could be discovered during project construction are mitigated to a less-than-significant level by the implementation of Mitigation Measure 6.13-2. There are no new circumstances resulting in new impacts or new information requiring new analysis related to the disturbance of cultural resources. The conclusions regarding impacts to cultural resources contained in the 2008 EIR remain valid and no additional analysis is required. Indeed, as part of the Section 106 process with the US Army Corps of Engineers, a geoarchaeological assessment was prepared for the Greenbriar development site and Spangler Reserve, the two project-associated properties that would be subject to ground-disturbance. That assessment affirmed the 2008 EIR's conclusion that there is a very low likelihood of either property containing buried archaeological sites (Far Western 2016).

d) The DEIR addresses discovery of human remains in Impact 6.13-3. Implementation of Mitigation Measure 6.13-3 would reduce this impact to a less-than-significant level. There are no new circumstances resulting in new impacts or new information requiring additional analyses related to the disturbance of human remains resources. The conclusions regarding impacts to human remains in the 2008 EIR remain valid and no new environmental analysis is required.

Mitigation Measures

The following mitigation measures referenced in the DEIR would continue to remain applicable if the proposed project were adopted.

- Mitigation Measure 6.13-2 Discovery of Undocumented Cultural Resources
- Mitigation Measure 6.13-3 Discovery of Human Remains

Conclusion

No new circumstances have occurred nor has any substantially important new information been found requiring new analysis or verification with respect to cultural resources. Therefore, the conclusions of the 2008 EIR remain valid and implementation of the proposed project would not result in any new significant impacts to cultural resources.

GEOLOGY AND SOILS

Environmental Issue Area	Where Impact Was Analyzed in the DEIR, RDEIR, SRDEIR, or FEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Prior EIR Mitigations/ Environmental Commitments Address/Resolve Impacts?
6. Geology and Soils. Would the project:					
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. ii. Strong seismic ground shaking? iii. Seismic-related ground failure, including liquefaction? iv. Landslides?	DEIR pp. 6.9-11 – 6.9-13; Impact 6.9-1	NO	NO	NO	YES
b. Result in substantial soil erosion or the loss of topsoil?	DEIR p. 6.9-13; Impact 6.9-2	NO	NO	NO	YES
c. Be located on 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?	DEIR p. 6.9-14; Impact 6.9-3	NO	NO	NO	YES
d. Be located on expansive soil, as defined in Table 18- 1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	DEIR p. 6.9-14 – 6.9-15; Impact 6.9-4	NO	NO	NO	YES
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	N/A	N/A	N/A	N/A	N/A

Discussion

Geology and soils are addressed in the Geology section of the DEIR (Section 6.9). Regional and local conditions remain the same as stated in the existing setting.

a) The DEIR analysis addresses the potential for ground shaking and liquefaction to occur, which could damage structures during strong earthquakes generated along faults in the region (Impact 6.9-1). The impact is considered potentially significant due to the project site's location in an area with moderate ground-shaking potential and alluvial soil types. Mitigation Measure 6.9-1 would reduce the impact to a less-than-significant level. There are no new circumstances resulting in new impacts or new information requiring additional analyses related to seismic hazards. The conclusions regarding impacts due to exposure to seismic hazards contained in the 2008 EIR remain valid and no further analysis is required.

b) The DEIR analysis addresses the potential for construction activities such as excavation, grading, and dewatering to result in localized erosion (Impact 6.9-2). The impact was found to be potentially significant during wind and rain events. Implementation of Mitigation Measure 6.9-2 would reduce this impact to a level that is less than significant. The conclusions of the DEIR remain valid because the same types, quantities, and durations of construction activities would occur as previously evaluated. Therefore, no further analysis is required. In addition, drainage canals and other existing infrastructure on the Moody and North Nestor reserve sites would remain intact, with no change expected in existing runoff patterns. On the Spangler reserve site, drainage systems would remain after restoration activities, and changes in off-site runoff are therefore not expected to occur. Further, restoration activities on the Spangler Reserve sites will likely require issuance of a SWPPP and compliance with Sacramento County grading requirements. As such, no new impact has been identified in association with the reserve sites.

c) The DEIR analysis addresses the potential for unstable soil conditions that could lead to subsidence or compression, due to project construction on soils with low strength, high shrink-swell potential (Impact 6.9-3). This impact is considered potentially significant, due primarily to the presence of alluvial soils and high groundwater levels in the area, and potential dewatering activities that could occur during construction on the Greenbriar Project Site. These conditions have not changed. Unstable soil conditions would not impact management activities at the proposed reserve sites. Implementation of Mitigation Measure 6.9-3 (referencing Mitigation Measure 6.9-1) would reduce these impacts to a level that is less than significant. There are no new circumstances resulting in new impacts or new information requiring additional analyses related to unstable soil conditions or subsidence. The conclusions regarding this impact contained in the 2008 EIR remain valid and no further analysis is required.

d) The DEIR analysis addresses the potential for damage associated with expansive soils (Impact 6.9-4). The impact is considered potentially significant due to soil types found on the project site. These conditions have not changed. Implementation of Mitigation Measure 6.9-4 (referencing Mitigation Measure 6.9-1) would reduce this impact to less than significant. There are no new circumstances resulting in new impacts or new information requiring new analyses related to expansive soils. The conclusions regarding this impact contained in the 2008 EIR remain valid and no further analysis is required.

e) This topic was not addressed in the 2008 DEIR and is not applicable to the proposed project because the new development would be connected to a municipal sewer system.

Mitigation Measures

The following mitigation measures referenced in the DEIR would continue to remain applicable:

- Mitigation Measure 6.9-1 Risks to People and Structures Caused by Seismic Hazards, Including Strong Ground Shaking and Liquefaction
- Mitigation Measure 6.9-2 Construction-Related Erosion Hazards.
- Mitigation Measure 6.9-3 Potential for Subsidence or Compression of Unstable Soils
- Mitigation Measure 6.9-4 Potential for Damage Associated with Expansive Soils

Conclusion

No new circumstances have occurred nor has any substantially important new information been found with respect to geology and soils requiring new analysis or verification. Therefore, the conclusions of the 2008 EIR remain valid and implementation of the proposed project would not result in any new significant impacts associated with geology or soils.

GREENHOUSE GAS EMISSIONS

Environmental Issue Area	Where Impact Was Analyzed in the DEIR, RDEIR, SRDEIR, or FEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Prior EIR Mitigations/ Environmental Commitments Address/Resolve Impacts?
7. Greenhouse Gas Emissions. Would the project:					
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	FEIR pp. 4-504 – 4-508	NO	NO	NO	N/A
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	FEIR pp. 4-504 – 4-508	NO	NO	NO	N/A

Discussion

Greenhouse gas (GHG) emissions or associated impacts from the proposed project were not previously evaluated in the DEIR, RDEIR, or SRDEIR. The FEIR addressed GHG emissions in responses to comments received on the drafts that were circulated for public review. In response to comment 29-93, the FEIR concluded, "....it cannot be determined how CO_2 emissions associated with the proposed project might or might not influence actual effects of global climate change."

At the time the EIR was certified in 2008, the new Appendix G questions with respect to greenhouse gas (GHG) emissions (noted in the table above) and related CEQA Guidelines text amendments were not yet available. The regulatory setting has changed considerably since 2008 with respect to how climate change and GHG emissions are addressed in CEQA. California Senate Bill (SB) 97 (2007) directed the California Natural Resources Agency to amend the State CEQA Guidelines to address and mitigate a project's GHG emissions and impacts on climate change. The Natural Resources Agency subsequently amended the CEQA Guidelines in late 2009 to incorporate revisions to Appendix G and related text amendments recommended by the Governor's Office of Planning and Research that integrate analysis and mitigation of GHG emissions and climate change into the CEQA review process. The amendments were finalized and published in February 2010.

In addition, the City of Sacramento adopted the 2035 General Plan and certified the General Plan Master EIR in 2015, which addressed GHG emissions that would result from build-out of the General Plan. The General Plan included several policies and programs to address climate change and reduce GHG emissions, which were consistent with the City's adopted Climate Action Plan (CAP). The City adopted the CAP in 2012, which sets a communitywide GHG reduction target for the year 2020, and establishes GHG emission reduction measures that are applicable to both existing development and new development projects. The CEQA Guidelines Amendments published in 2010 include provisions for tiering and streamlining the analysis of GHG emissions for projects that are determined to be consistent with a "plan for the reduction of GHG emissions" (CEQA Guidelines 15183.5). The City's CAP meets the criteria for such a plan as specified in 15183.5(b) and, accordingly, City staff has issued a guidance checklist on determining project consistency with the City's CAP.

Therefore, an analysis is presented here to evaluate the project's GHG emissions and associated climate change impacts in the context of the current regulatory environment.

a, b) The proposed project would result in GHG emissions during construction (short-term) and operation (long-term), which are described separately below.

Short-Term Construction-Related Emissions

Construction of the proposed project would include site preparation, grading, building construction, paving, and application of architectural coatings. Construction activities are anticipated to be completed in two phases over a period of 6 to 7 years. For this analysis, construction was assumed to start in 2017, with the first full operational year being 2020 (i.e., first year when units are occupied). GHG emissions would not differ substantially if construction were to begin at a later time.

During construction of the proposed project, GHG emissions would be generated temporarily and intermittently, associated primarily with exhaust emissions from heavy off-road equipment, on-road trucks, and construction employee vehicle trips. Construction emissions were estimated using emission factors contained in CalEEMod, based on information contained in the specific plan (e.g., project footprint) and model default settings where project-specific information was not available. Assumptions used to estimate construction-generated GHG emissions are worst-case, intended to establish an upper bound for GHG emissions that would occur associated with full build-out of the proposed project.

Construction of the proposed project would result in a total of approximately 20,660 metric tons of carbon dioxide equivalent ($MTCO_2e$) over the seven- year construction period, for an average of approximately 2,951 $MTCO_2e$ per year (see Appendix A for detailed model output). Construction-related GHG emissions associated with implementation of the proposed project would contribute to the cumulative impact of global climate change, but to a lesser extent than operational GHG emissions, discussed below.

Long-Term Operation-Related Emissions

Long-term operational emissions of GHGs associated with implementation of the proposed project would occur from area, energy, mobile, waste, and water-related sources. Area sources include emissions from fireplaces and landscaping equipment; energy-related sources include natural gas consumption for space and water heating and electricity generated at off-site power generation facilities serving the project; mobile sources include vehicle trips associated with residents or and visitors to the plan area; waste-related emissions are associated with solid waste disposal in a landfill; and water-related emissions are associated with pumping, distribution, and treatment of water consumed by the project. Operational emissions from area-wide, energy, mobile, waste, and water-related sources were estimated using CalEEMod Version 2016.3.1. It was conservatively assumed that the project would become fully operational, i.e., buildout, by 2023. Operational GHG emissions are summarized below in Table GHG-1 (see Appendix A for detailed model output).

Table GHG-1 Summary of Project-Generated Operational Greenhouse Gas Emissions

Source[1]	Unmitigated Operational Emissions [MT CO_2e/year]
Area	50
Energy	12,275
Mobile	40,895
Waste	1,496
Water	590
Total Operational Emissions	**55,308**

Notes: CO_2e = carbon dioxide equivalent; MT = metric tons.
Emissions were modeled for operational year 2023 as the earliest assumed year of full project buildout and operation.
Totals may not sum exactly due to rounding.
[1] Area, Energy, Mobile, Waste and Water Sources of GHG emissions were calculated using CalEEMod. See Appendix A for detailed model output and input assumptions.
Source: Ascent Environmental 2016.

As shown in Table GHG-1, implementation of the proposed project would result in unmitigated operational GHG emissions of approximately 55,308 $MTCO_2e$ per year. Long-term operational emissions of GHGs associated with reserve management, such as annual site-monitoring and limited vegetation control, are not expected to be notable and would not be significantly different from emissions associated with currently ongoing agricultural operations on the reserve sites.

Climate Action Plan Consistency Review

Greenhouse gas emissions from construction and operations associated with the proposed project would be expected to contribute substantially to the cumulative effect of climate change. However, the City of Sacramento has adopted a Climate Action Plan (CAP) that meets the criteria of CEQA Guidelines Section 15183.5 as a "Plan for the Reduction of Greenhouse Gas Emissions." The CAP is consistent with all Plan Elements specified in 15183.5(b)(1), and the City has developed a CAP Consistency Review Checklist that identifies specific actions in the City's CAP that apply to specific projects for the purpose of tiering and streamlining the analysis of GHG emissions, pursuant to CEQA Guidelines Section 15183.5. As noted in Section 15183.5 (b), "a lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project complies with the requirements in a previously adopted plan or mitigation program under specified circumstances."

The proposed project has been reviewed against the CAP Consistency Review Checklist (see Appendix B for the completed Checklist and supporting documentation). The proposed project would be consistent with the CAP, if any requirements specified in the CAP and the Checklist that are not otherwise binding and enforceable are incorporated as mitigation measures, per CEQA Guidelines Section 15183.5(b)(2). With the incorporation of Mitigation Measure GHG-1 below, the proposed project would be consistent with the City's CAP, and GHG emissions from the proposed project would not be considered cumulatively considerable.

Mitigation Measures

The following mitigation measure ensures that the proposed project is consistent with the City's CAP:

Mitigation Measure GHG-1:

A. The applicant shall incorporate on-site renewable energy systems at the Greenbriar Project Site or achieve equivalent off-site reductions by implementing one or more of the following options to offset a total of 15 percent of annual project electricity demand (15 percent is estimated to be approximately 2,390 kW, which equates to approximately 1,029 $MTCO_2e$/year):

1. Install solar photovoltaic (PV) or other renewable energy systems on-site to offset up to 15 percent of total annual project electricity demand. Other renewable energy technologies, configurations, and locations may be substituted to meet the minimum 15 percent offset target, at the discretion and approval of the City. Any on-site renewable energy system designs and configurations shall conform to the appropriate provisions of the California Building Code and included on all building plans and accompanying Title 24 documentation prior to issuance of building permits.

2. Obtain a pre-paid Greenergy with the Sacramento Municipal Utility District (SMUD) purchase agreement to offset up to 15 percent of total annual project electricity demand for a period of at least 25 years. Evidence of the pre-paid agreement shall be provided to the City prior to issuance of building permits.

3. Purchase carbon offsets sufficient to offset up to 15 percent of total annual project electricity demand for a period of at least 25 years. Evidence of carbon offset purchases shall be provided to the City prior to issuance of building permits.

B. The applicant shall incorporate the following CALGreen Tier 1 Voluntary Water Efficiency and Conservation Measures in all project designs, building plans, and landscape plans prior to issuance of building permits:

1. All nonresidential buildings shall achieve a 30 percent improvement in indoor water efficiency compared to 2008 Plumbing Code baseline; and outdoor potable water use reduction to a quantity that does not exceed 60 percent of the reference evapotranspiration rate (ETo) times the landscape area, plus 1 voluntary outdoor water efficiency & conservation measure as listed in the CALGreen Nonresidential Voluntary Measures.

2. All residential buildings shall achieve a 20 percent improvement in indoor water efficiency compared to 2008 Plumbing Code baseline, and kitchens faucets shall have a maximum flow rate of no greater than 1.5 gallons per minute; and outdoor potable water use reduction to a quantity that does not exceed 65 percent of ETo times the landscape area, plus 2 voluntary outdoor water efficiency & conservation measures as listed in the CALGreen Residential Voluntary Measures.

Conclusion

The proposed project would be consistent with the City's CAP Checklist, with incorporation of Mitigation Measure GHG-1. Therefore, GHG emissions from the proposed project would not be considered cumulatively considerable, and any potential impacts related to global climate change would be less than significant.

HAZARDS AND HAZARDOUS MATERIALS

Environmental Issue Area	Where Impact Was Analyzed in the DEIR, RDEIR, SRDEIR, or FEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Prior EIR Mitigations/ Environmental Commitments Address/Resolve Impacts?
8. Hazards and Hazardous Materials. Would the project:					
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	DEIR pp. 6.8-16 – 6.8-18; Impacts 6.8-1, 6.8-2	NO	NO	NO	N/A
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	DEIR pp. 6.8-16 – 6.8-18; Impacts 6.8-1, 6.8-2	NO	NO	NO	YES
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Not previously analyzed	NO	NO	NO	N/A
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	DEIR p. 6.8-8	NO	NO	NO	N/A
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	DEIR pp. 6.8-18 – 6.8-24; Impacts 6.8-3, 6.8-4	NO	NO	NO	YES
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working on the project area?	Not previously analyzed	NO	NO	NO	N/A
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	DEIR p. 6.8-24; Impact 6.8-5	NO	NO	NO	N/A
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	Not previously analyzed	NO	NO	NO	N/A

Discussion

Hazards and hazardous materials are addressed in the Public Health and Hazards section of the DEIR (Section 6.8). The description of the environmental setting (6.8.2) has not changed substantially since the 2008 EIR was prepared.

a, b) The DEIR addresses the potential for health hazards caused by contaminated soil (Impact 6.8-1), as well as from soils contaminated by previously unknown underground storage tanks (USTs) or by other sources at the former Two Jakes Park Site (Impact 6.8-2). Impact 6.8-1 (Potential for Health Hazards Caused by Contaminated Soil) was found to be less than significant. Impact 6.8-2 (Potential for Health Hazards from Soils Contaminated by Previously Unknown USTs or by Other Sources at Former Two Jakes Park Site) was determined to be potentially significant; however, Mitigation Measure 6.8-2 would reduce the impact to less than significant. Site conditions have not changed since preparation of the 2008 EIR. There are no new circumstances resulting in new impacts or new information requiring additional analyses related to hazardous materials. The conclusions regarding these impacts contained in the 2008 EIR remain valid and no further analysis is required.

c) This impact was not previously analyzed in the 2008 EIR; however, toxic air contaminants (TACs) are addressed under the Air Quality section of this checklist. In addition, the operation of the proposed project would not involve the handling of hazardous or acutely hazardous materials near an existing or proposed school. Therefore, no impact would occur.

d) As noted by the DEIR on page 6.8-8, environmental health standards for management of hazardous waste are contained in CCR Title 22, Division 4.5. In addition, as required by California Government Code Section 65962.5, DTSC maintains a Hazardous Waste and Substances Site List for the state, called the Cortese List (DTSC 2013). The project site is not included on this list, and therefore no impact would occur.

e, f) The DEIR addressed potential safety hazards from proximity of Sacramento International Airport to the proposed project's land uses in Impact 6.8-3. In addition, the DEIR also addresses the potential for airspace safety hazards associated with the project's water feature in Impact 6.8-4. There are no private airstrips in the project vicinity.

The DEIR analysis under Impact 6.8-3 found that the project's residential land uses would be compatible with safety standards outlined in the 1994 Sacramento International Airport Comprehensive Land Use Plan (CLUP). However, the DEIR concluded that the proposed parks and light rail station located within the overflight zone (a safety zone of the Sacramento International Airport) could result in densities that exceed 50 persons per acre at any one time, which would exceed density standards allowed by the CLUP and result in a significant impact absent mitigation. Implementation of Mitigation Measure 6.8-3 calls for the City to request a consistency determination from the Sacramento County ALUC (SACOG) and to provide notice to override the CLUP prior to approving any CLUP override. The DEIR determined that this measure would not fully reduce this impact, and the impact would, therefore, remain significant and unavoidable. In 2008, the City certified the EIR and adopted Resolution 2008-600, which approved a CLUP override for the Greenbriar project, in compliance with Mitigation Measure 6.8-3 (City of Sacramento 2008).

The DEIR analysis under Impact 6.8-4 finds that the proposed project's water feature, a 39-acre lake/detention basin, could attract large numbers of birds, thereby potentially creating a flyway between the site and the Sacramento River and interfering with existing aircraft flight routes, which would be a significant impact. Mitigation Measure 6.8-4, which calls for development of a specific management plan for the 39-acre lake/detention basin in consultation with the Sacramento County Airport System and SACOG, would reduce the impact to a less-than-significant level.

In 2011, the Sacramento Area Council of Governments (SACOG), acting as the Airport Land Use Commission (ALUC), initiated an update to the CLUP to reflect the new Sacramento International

Airport Master Plan that was adopted in 2004 (see DEIR p. 6.8-12 for a discussion of the 2004 Master Plan). In December 2013, SACOG adopted the Airport Land Use Compatibility Plan (ALUCP), which is the new term for what was previously referred to as a CLUP, as defined in the California Airport Land Use Planning Handbook (Caltrans 2011b).

The Draft ALUCP contains similar overflight, safety and noise policies as the prior CLUP, and therefore the conclusions of the DEIR are largely unchanged with respect to the provisions of the ALUCP if it were applicable to the proposed project site. Similarly, off-site mitigation activities would not result in a significant change in use from existing and historical agricultural uses, and therefore, would not be subject to ALUC review. Therefore, the conclusions regarding this impact contained in the 2008 EIR remain valid and no further analysis is required.

g) The DEIR addressed interference with an adopted emergency response or emergency evacuation plan under Impact 6.8-5. Development of the proposed project would not interfere with emergency plans, due to the inclusion of sufficient ingress and egress routes, and the impact would be considered less than significant. There are no new circumstances resulting in new impacts or new information requiring new analyses related to emergency response and evacuation planning. The conclusions regarding this impact contained in the 2008 EIR remain valid and no further analysis is required.

h) Wildland fire risk was not previously analyzed in the 2008 EIR. The project site is not located in a wildfire hazard area in the Sacramento County Multi-Hazard Mitigation Plan (2004). There are no new circumstances resulting in new impacts or new information requiring new analyses related to wildland fire risk.

Mitigation Measures

The following mitigation measures were referenced in the DEIR if the proposed project were adopted.

- Mitigation Measure 6.8-2 UST Removal
- Mitigation Measure 6.8-3 CLUP Consistency Determination and Override
- Mitigation Measure 6.8-4 Lake/Detention Basin Wildlife Hazard Management Plan
- Mitigation Measure 6.8-6 Mosquito Vector Control Plan

Conclusion

No new circumstances involving new significant impacts have occurred. While there is new information available with respect to airport land use plans, no new analysis or verification is required with respect to any associated impacts or mitigation measures. Therefore, the conclusions of the 2008 EIR remain valid and approval of the proposed project would not result in any new significant impacts related to hazards and hazardous materials.

HYDROLOGY AND WATER QUALITY

Environmental Issue Area	Where Impact Was Analyzed in the DEIR, RDEIR, SRDEIR, or FEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Prior EIR Mitigations/ Environmental Commitments Address/Resolve Impacts?
9. Hydrology and Water Quality. Would the Project:					
a. Violate any water quality standards or waste discharge requirements?	RDEIR pp. 6.10-19 – 6.10-21; Impact 6.10-1	NO	NO	NO	YES
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	RDEIR page 6.10-18	NO	NO	NO	N/A
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	RDEIR pp. 6.10-19 – 6.10-21; Impact 6.10-1	NO	NO	NO	YES
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	RDEIR p. 6.10-25 – 6.10-26; Impact 6.10-4	NO	NO	NO	YES
e. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	RDEIR p. 6.10-21 – 6.10-22; Impact 6.10-2	NO	NO	NO	YES
f. Otherwise substantially degrade water quality?	RDEIR pp. 6.10-19 – 6.10-21; Impact 6.10-1	NO	NO	NO	YES
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	RDEIR 6.10-22 – 6.10-25; Impact 6.10-3	NO	NO	NO	YES
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	RDEIR 6.10-22 – 6.10-25; Impact 6.10-3	NO	NO	NO	YES

Environmental Issue Area	Where Impact Was Analyzed in the DEIR, RDEIR, SRDEIR, or FEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Prior EIR Mitigations/ Environmental Commitments Address/Resolve Impacts?
9. Hydrology and Water Quality. Would the Project:					
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	RDEIR 6.10-22 – 6.10-25; Impact 6.10-3	NO	NO	NO	YES
j. Inundation by seiche, tsunami, or mudflow?	RDEIR p. 6.10-18	NO	NO	NO	N/A

Discussion

Hydrology and Water Quality are addressed in Section 6.10 of the RDEIR. The environmental setting remains generally the same as stated in the DEIR. Specific updates to the setting with respect to flooding are provided under the answers to the appropriate checklist questions below.

a, c, f) The RDEIR addresses water quality and erosion impacts related construction and operation of the proposed project under Impact 6.10-1. The RDEIR analysis concludes that operation of the project would not result in any water quality or erosion impacts, whereas construction activities could result in sediment, erosion, and other nonpoint source pollutants in on-site stormwater, which would result a potentially significant impact. Implementation of Mitigation Measure 6.10-1 would reduce impacts to less-than-significant levels. Further, as discussed above under Impact 6.b. (Geology and Soils), runoff patterns on the reserve sites are expected to remain consistent with existing conditions. Further, restoration activities on the Spangler site would likely require issuance of a SWPPP and compliance with Sacramento County grading requirements, and as such, no new impact related to erosion is expected to occur. There are no new circumstances resulting in new impacts or new information requiring additional analyses related to water quality. The conclusions regarding these impacts contained in the 2008 EIR remain valid and no further analysis is required.

b) The RDEIR describes existing conditions related to groundwater on pages 6.10-8 to 6.10-12. On page 6.10-18, the RDEIR states that impacts to the underlying groundwater basin are not further analyzed because the project would not rely on groundwater to serve the proposed development, and the lake/detention basin would require little, if any, support by on-site wells. These conditions have not changed. Therefore, there are no new circumstances resulting in new impacts or new information requiring additional analyses related to groundwater. The conclusions regarding groundwater contained in the 2008 EIR remain valid and no further analysis is required.

d) Potential impacts due to on-site flooding hazards are addressed under Impact 6.10-4 in the RDEIR. The stormwater runoff collection system design as part of the proposed project would be adequate to protect the project site during major storms and flood events. Stormwater flows from off-site could cause localized flooding on-site, but the RDEIR explained that implementation of Mitigation Measure 6.10-4 would reduce this potential effect to less than significant. In addition, drainage patterns at the reserve sites is expected to remain consistent with existing conditions and no new impacts related to runoff are identified. There are no new circumstances resulting in new impacts or new information requiring additional analyses related to on-site flooding. The conclusions contained in the 2008 EIR remain valid and no further analysis is required.

e) Potential exceedance of the drainage system capacity is analyzed under Impact 6.10-2 in the RDEIR. The RDEIR analysis finds that the inclusion of a lake/detention basin component that is sized to meet the stormwater drainage needs of the project, along with improvements to Reclamation District 1000's pumping capacity as required under Mitigation Measure 6.5-5 (Public Services), would

ensure this impact is less than significant. In addition, drainage on the reserve sites is expected to remain consistent with existing conditions. There are no new circumstances resulting in new impacts or new information requiring additional analyses related to drainage system capacity. The conclusions contained in the 2008 EIR remain valid and no further analysis is required.

g, h, i) The RDEIR addresses on-site flooding risk from potential for levee and dam failure under Impact 6.10-3. The analysis contained in the RDEIR finds that a short-term, significant unavoidable impact could occur due to the fact the U.S. Army Corps of Engineers (Corps) could no longer support its certification that the Natomas Basin levee system met criteria for 100-year flood protection. Mitigation Measure 6.10-3 requires compliance with applicable Federal Emergency Management Agency (FEMA) and City building, design, and flood insurance regulations, as well as participation in a funding mechanism established by the Sacramento Area Flood Control Authority (SAFCA) or the City for the purpose of implementing levee improvements to provide 100-year flood protection or greater for the project site.

In December 2008, the Flood Insurance Rate Maps (FIRMs) for the Natomas Basin were remapped by FEMA. The area, which was previously understood to offer between 100-year and 500-year protection (Shaded X Zone) was reclassified as within the 100-year floodplain (AE Zone) after the Corps decertified the levee system protecting the Basin. This reclassification resulted in a *de facto* building moratorium in the Natomas Basin.

Prior to the Corps' decertification, SAFCA had already started implementation of the Natomas Levee Improvement Program (NLIP) in 2007, to upgrade the levee system protecting the Natomas Basin. The principal objective of NLIP is to provide 200-year flood protection to the Natomas Basin. As of October 2016, SAFCA's portion of the work under the NLIP had been completed and the Corps is set to begin the remaining portion of the project.

In March 2015, the City of Sacramento passed an ordinance amending Chapter 15.104 of the Sacramento City Code relating to floodplain management regulations. The ordinance would limit residential growth by calendar year:

- Building permits for up to 1,500 residential dwelling units per calendar year.
  - 1,000 single-family units per year; single family dwelling unit building types.
  - 500 multiple-family units per year.

Rollover unit counts from unused allowance in calendar year 2015, could be added to the allowed number for the 2016 calendar year. In addition, projects that meet certain findings may exceed the cap established by the ordinance subject to City Council approval.[1] The ordinance became effective in June 2015, after FEMA redesignated the Natomas Basin to A99.

The proposed project would be subject to the building permit limitations set forth by Chapter 15.104 of the Sacramento City Code. Moreover, Mitigation Measure 6.10-3 would still be applicable as the project area has been remapped to the A99 Zone. Participation in a funding mechanism established by SAFCA would still be feasible under the A99 Zone. SAFCA's Capital Consolidated Assessment District, established in April 2007, is expected to fund the local share of the NLIP project costs that are not funded by State or Federal funds.

The conclusions contained in the 2008 EIR, therefore, remain valid, and no further analysis is required. Application of the building permit restrictions of Chapter 15.104 of the City Code replaces the prior language from Resolution 2008-053, stating that "In recognition of the pending remapping

[1] The City Council would need to find that: (a) allowing the units is consistent with protecting the public health and safety; (b) allowing the units is consistent with the actions already taken or underway to mitigate potential damage relating to new development in a special flood hazard area; and (c) allowing the units promotes the orderly development and wise use of the City's floodplains. (Sacramento City Code, § 15.104.065, subd. (B)(2).)

by FEMA of the area in which the project is located, the project has been conditioned to prohibit vertical construction unless and until the property has at least 100 year flood protection." Restoration activities on the reserve sites will not result in development of any housing or structures, and as such, no impacts are identified.

j) The potential for seismically-induced seiche or occurrence of a tsunami is addressed briefly in the RDEIR but not analyzed further in the impact analysis section, due to lack of proximity to the ocean and relatively shallow depth of the lake/detention basin included in the project. There are no new circumstances resulting in new impacts or new information requiring new analyses. The conclusions contained in the 2008 EIR remain valid and no further analysis is required.

Mitigation Measures

The following mitigation measures were referenced in the DEIR analysis of the proposed project and would remain valid if the project were adopted.

- Mitigation Measure 6.10-1 Water Quality and Erosion
- Mitigation Measure 6.10-3 Flooding Risk and Levee Decertification
- Mitigation Measure 6.10-4 Raising Elkhorn Boulevard

Conclusion

No new circumstances involving new significant impacts have occurred. While there is new information available with respect to flood control, no new analysis or verification is required with respect to any associated impacts or mitigation measures. Therefore, the conclusions of the 2008 EIR remain valid and approval of the proposed project would not result in any new significant impacts related to hydrology or water quality.

LAND USE AND PLANNING

Environmental Issue Area	Where Impact Was Analyzed in the DEIR, RDEIR, SRDEIR, or FEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Prior EIR Mitigations/ Environmental Commitments Address/Resolve Impacts?
10. Land Use and Planning. Would the project:					
a. Physically divide an established community?	Not previously analyzed	NO	NO	NO	N/A
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	DEIR Chapter 5	N/A	N/A	N/A	N/A
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	DEIR Chapter 5	N/A	N/A	N/A	N/A

Discussion

Land use and planning are addressed in the "Project Consistency with Plans and Policies" chapter of the DEIR (Chapter 5). As noted in the Introduction to Chapter 5, environmental impacts or mitigation measures are not addressed in this chapter directly, because physical environmental impacts are addressed in Chapter 6.

a) Chapter 5 of the DEIR does not directly address the physical division of an existing community. The project site is located on the periphery of the City of Sacramento and is bounded to the south by Interstate 5 and to the east by State Route 70/99. The development of the proposed project would improve connections to the existing community by extending Meister Way westward to the site, and providing for future light rail connections to points south and east as well as Sacramento International Airport to the west. Therefore, the proposed project would not physically divide an established community.

b, c) The DEIR analysis in Chapter 5 examined existing plans and policies in effect at the time the EIR was prepared. A few changes to the list of Adopted Plans and Policies, as well as actions with respect to implementation of the project, have occurred since the EIR was certified. The major changes are summarized below. None of these changes would result in any conflicts with relevant plans or policies applicable to the project site.

- Sacramento LAFCo approved the City of Sacramento Sphere of Influence (SOI) amendment for the Greenbriar project in September 2007. LAFCo also approved the expansion of the Sacramento Regional County Sanitation District's (SRCSD) SOI and an expansion of the Sacramento County Sanitation District 1 (CSD-1) SOI for the Greenbriar project in September 2007.

- Sacramento LAFCo approved annexation of the Greenbriar project site into the City limits, as well as into the service boundaries of SRCSD and CSD-1, in June 2008.

- The City of Sacramento approved a North Natomas Community Plan (NNCP) amendment to incorporate Greenbriar as a special planning area within the NNCP concurrent with certification of the EIR in January 2008.

  The City of Sacramento adopted the 2035 General Plan in March 2015. The adoption of the new General Plan included new land use designations for the Greenbriar site that were generally consistent with the Greenbriar project as approved in 2008. Section 2 above contains a description of the proposed project and any required discretionary actions.

- The City of Sacramento adopted a Climate Action Plan (CAP) in March 2015 that sets a greenhouse gas (GHG) emissions reduction target and sets forth specific actions that the City will take to reduce GHG emissions from both existing and new development. The consistency of the proposed project with the CAP is addressed in further detail in the Greenhouse Gas Emissions section of this Checklist.

  Since the EIR was certified in 2008, the Sacramento County Board of Supervisors in February 2012 initiated a Master Plan and General Plan Amendment process to move the Urban Services Boundary (USB) and Urban Policy Area (UPA) within the Natomas Joint Vision Area with specific boundary locations to be determined through a Master Planning process (County of Sacramento 2012). This action by the County of Sacramento is a departure from the original 2002 Memorandum of Understanding (MOU) between the County of Sacramento and the City of Sacramento, which originally called for the City to take the lead in "urbanizing" substantial portions of the Natomas Joint Vision area and for the County to take the lead in developing an open space conservation program. The Joint Vision area does not include the Greenbriar site, which was annexed into the City limits in 2008.

  The Sacramento Area Council of Governments (SACOG) adopted an updated Metropolitan Transportation Plan and Sustainable Communities Strategy (MTP/SCS) in 2016, pursuant to the requirements of the California Sustainable Communities and Climate Protection Act of 2008 (SB 375). The MTP/SCS establishes GHG reduction targets for cars and light duty trucks for the SACOG region for 2020 and 2035, and provides CEQA streamlining benefits for certain projects that are consistent with MTP/SCS.

Mitigation Measures

No mitigation measures required.

Conclusion

The 2008 EIR addressed consistency with various plans and policies in effect at the time the DEIR was prepared. Environmental impacts or mitigation measures were not addressed in the Chapter 5 of the DEIR directly with respect to land use plans and policies, since physical environmental impacts were addressed in the various sections of Chapter 6 in the DEIR and are documented throughout this checklist. Further, new information or changes to existing plans and policies, as well circumstances with respect to the proposed project and potential impacts, are addressed in other sections of the checklist. None of these changes would result in any conflicts with relevant plans or policies applicable to the project site.

MINERAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the DEIR, RDEIR, SRDEIR, or FEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Prior EIR Mitigations/ Environmental Commitments Address/Resolve Impacts?
11. Mineral Resources. Would the Project:					
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	Not previously analyzed	NO	NO	NO	N/A
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	Not previously analyzed	NO	NO	NO	N/A

Discussion

a, b) Mineral Resources are not addressed in the 2008 EIR. The project site does not contain any known mineral resource that would be of value to the region and state, and is not designated as a locally-important mineral resource recovery site in the City's 2030 General Plan or other locally-adopted plans.

Mitigation Measures

No mitigation measures required.

Conclusion

No new circumstances involving new significant impacts have occurred nor has any substantially important new information been found requiring new analysis or verification. Therefore, the conclusions of the 2008 EIR remain valid and approval of the proposed project would not result in any new significant impacts related to mineral resources.

NOISE

Environmental Issue Area	Where Impact Was Analyzed in the DEIR, RDEIR, SRDEIR, or FEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Prior EIR Mitigations/ Environmental Commitments Address/Resolve Impacts?
12. Noise. Would the project result in:					
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	DEIR pp. 6.3-21 – 6.3-39; Impacts 6.3-1, 6.3-2, 6.3-4, SRDEIR p. 7-17 to 7-18 Cumulative Impacts Section 7.2.3 Noise	NO	NO	NO	YES
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	DEIR pp. 6.3-43 – 6.3-44; Impact 6.3-6	NO	NO	NO	YES
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	DEIR pp. 6.3-25 – 6.3-26; Impact 6.3-3; SRDEIR p. 7-17 to 7-18 Cumulative Impacts Section 7.2.3 Noise	NO	NO	NO	YES
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	DEIR pp. 6.3-25 – 6.3-39; Impact 6.3-3 and 6.3-4	NO	NO	NO	YES
e. For a project located within an airport land use plan or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	DEIR pp. 6.3-39– 6.3-42; Impact 6.3-5	NO	NO	NO	YES
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	Not applicable	N/A	N/A	N/A	N/A

Discussion

Noise impacts were analyzed in Section 6.3 of the DEIR and cumulative noise impacts are addressed in the SRDEIR, Section 7.2.3. The analyses include noise impacts from project-generated construction, traffic-source noise from area roadways, and airport activities. Environmental conditions in the project area have not changed appreciably since the DEIR analysis was completed.

a, c, d) Long-term Stationary and Area-Source Noise. Long-term stationary and area-source noise levels were evaluated in the DEIR, Impact 6.3-3 on pages 6.3-25 and 6.3-26. The proposed project would introduce new noise sources (public parks, retail, office, and commercial land uses) to the site that would alter noise levels on the site and surrounding area. However, the proposed development is essentially the same as that approved in the 2008 EIR. All portions of the project boundary border agricultural lands or freeway corridors. The only noise-sensitive receptors close to the project site are

the two farm houses located approximately 55 feet west of the site's western boundary across from Lone Tree Road near the site's northwest corner. These receptors would be buffered from new noise sources on the project site, in part, by Lone Tree Canal and conservation easement that would be established along the west side of the project site. The width of the canal and easement corridor would be approximately 250 feet. In addition, the project would develop residential buildings just east of the buffer area that would act as a sound barrier protecting these off-site receptors from noise generated on the rest of the project site.

The DEIR concluded that noise typically associated with residential development, such as lawn and garden equipment, voices, amplified music, and HVAC, would not increase ambient noise levels at the off-site receptors located 250 feet away. Noise generated at the neighborhood parks and schools proposed on the site would also not affect these off-site receptors as the nearest park or school would be a minimum of 800 feet away and would not have a direct line of site to the off-site receptors. This would also be the case for noise generated by office, commercial, and retail land uses (e.g., loading dock activities, parking lot noise), all of which would be located on the eastern half of the project site greater than 3,000 feet away from sensitive noise receptors. These impacts were considered less than significant. The project as revised would remain substantially the same in terms of the land use types and patterns, street pattern, and on-site infrastructure requirements. Therefore, it is anticipated that impacts related to noise would be similar to those described in the DEIR and SRDEIR.

Long-Term Operational Traffic Source Noise. DEIR Impact 6.3-4 addresses the compatibility of proposed residential and school uses with future on-site daily and hourly average noise levels. The DEIR concludes that with implementation of the proposed project, residential land uses (sensitive receptors) proposed on the project site would be exposed to future noise levels generated by area automobile traffic, and light rail trains and crossing signals that exceed applicable local exterior noise standards. Also, the interiors of residential land uses located along transportation routes would be exposed to interior noise levels that exceed applicable maximum interior noise level standards established by the City of Sacramento General Plan. Therefore, exposure of proposed residential land uses to noise generated by traffic would be a significant impact. The DEIR found that implementation of Mitigation Measure 6.3-4 would reduce interior and exterior noise to a less than significant level. The project as revised would remain substantially the same in terms of the land use types and patterns, street pattern, and on-site infrastructure requirements. The conclusions of the DEIR remain valid and no further analysis is required.

In addition, DEIR Impact 6.3-2 describes how sensitive receptors located in unincorporated Sacramento County would experience traffic generated noise levels in excess of the County's 60 dBA L_{dn}/CNEL standard along three of the five road segments and five of the receptors would experience an increase in traffic noise levels that is greater than 4 dBA. For these reasons, exterior noise levels produced by project-generated traffic noise would result in a significant impact at five existing residences in unincorporated Sacramento County. Implementation of mitigation measure 6.3-2 would reduce these noise levels, but a substantial increase could still result along Elkhorn Boulevard, where project implementation would result in an approximate 13.5 dB increase. As a result, the DEIR concludes that this impact would remain significant and unavoidable. The project as revised would remain substantially the same in terms of the land use types and patterns, street pattern, and on-site infrastructure requirements. Therefore, it is anticipated that impacts related to noise would be similar to those described in the DEIR and SRDEIR.

Short-term Construction Noise. Short-term construction noise was evaluated in the July 2006 DEIR, Impact 6.3-1 on pages 6.3-21 and 6.3-22. The discussion noted that depending upon the operations conducted and equipment used individual equipment noise levels can range from 79 to 91 dBA at 50 feet. The simultaneous operation of the on-site heavy-duty equipment associated with the project could result in combined intermittent noise levels of approximately 94 dBA at 50 feet from the project site. Short-term construction-generated noise levels could exceed City of Sacramento Noise

Code standards or result in a noticeable increase in ambient noise levels at existing nearby off-site sensitive land uses as well as on-site residences that are constructed and inhabited before other portions of the project are complete. This impact was considered potentially significant. Mitigation Measure 6.3-1, states that construction operations shall be limited to the hours between 7 a.m. to 6 p.m. Monday through Saturday, and 9 a.m. to 6 p.m. on Sunday. With the implementation of this measure, construction would not result in a noticeable increase in ambient noise levels at noise-sensitive receptors during the more noise-sensitive hours of the day, and potential impacts would be a less than significant. The project as revised would remain substantially the same in terms of the land use types, street pattern, and on-site infrastructure requirements, and therefore impacts associated with short-term construction noise would be similar to those described in the DEIR. In addition, equipment used for habitat restoration and creation at the Spangler reserve would generate noise that is consistent in size and scale with the normal operation of agricultural equipment currently operated on those sites. Because there would be no discernable change in noise during construction activities on the reserve sites, short-term construction noise associated with mitigation activities at the reserve sites will be less than significant.

In March 2009, the City adopted the 2030 General Plan Update, which includes changes to Exterior Noise Compatibility Standards. These new standards maintained the same exterior noise level standards for "Normally Acceptable" noise levels for residential uses (60dBA L_{dn} or CNEL) but raised the noise level standards for schools, libraries and churches, and for office buildings, businesses, and commercial uses from 65 dBA L_{dn} to 70dBA L_{dn}. The interior noise level standards remained the same for residential, transient lodgings, hospitals, nursing homes and other uses where people normally sleep (45 dBA L_{dn}). These changes to noise level standards would not alter the conclusions reached in the DEIR with respect to exposure of persons to noise levels in excess of local standards.

b) Exposure of sensitive receptors or generation of excessive vibration levels is addressed in DEIR Impact 6.3-6, pages 6.3-43 and 6.3-44. The DEIR concludes that short-term construction-generated vibration levels would exceed Caltrans recommended standard of 0.2 in/sec peak particle velocity (PPV) with respect to the prevention of structural damage for normal buildings and could exceed the federal transit administration's (FTA) maximum acceptable vibration standard of 80 velocity decibels (VdB) with respect to human response for residential uses (i.e., annoyance) at on-site residential dwellings that are developed and inhabited before nearby construction is completed. This would be a potentially significant impact. Application of DEIR Mitigation Measure 6.3-6, however, would reduce the impact to a less than significant level. The project as revised would remain substantially the same in terms of types of construction equipment and construction activities, and therefore impacts associated with construction-generated vibration levels would be similar to those described in the DEIR.

e, f) The DEIR Impact 6.3-5 on page 6.3-39 – 6.3-42 evaluates exposure of residential areas and schools to aircraft noise generated by aircraft overflights of the project site. The DEIR analysis concludes that sleep disruption would be infrequent, and an overflight easement disclosing that the project would be subject to sleep and speech disruption from aircraft overflights would be provided for residential areas within the overflight zone. The DEIR concluded that this is a less-than-significant impact. However, students at the elementary school could be exposed to noise generated by aircraft overflights that would result in speech and classroom disruption; this would be a significant impact. Following application of DEIR Mitigation Measure 6.3-5, however, the impact would be less than significant. The project as revised would remain substantially the same in terms of land use patterns, and therefore impacts associated with noise generated by aircraft overflight would be similar to those described in the DEIR.

Mitigation Measures

The following mitigation measures were referenced in the DEIR analysis of the proposed project and would remain valid if the project were adopted.

- Mitigation Measure 6.3-1 Limit construction operations to the hours between 7 a.m. to 6 p.m. Monday through Saturday, and 9 a.m. to 6 p.m. on Sunday.
- Mitigation Measure 6.3-2 Implement measures to reduce the exposure of existing sensitive receptors to project-generated traffic noise.
- Mitigation Measure 6.3-4 Implement measures to reduce the exposure of sensitive receptors to significant noise associated with surface transportation.
- Mitigation Measure 6.3-5 Require site-specific acoustical analyses to ensure satisfaction with City of Sacramento interior noise level standards. Require site-specific design standards to reduce noise exposure.
- Mitigation Measure 6.3-6 Restrict operation of heavy construction equipment (i.e., with engines greater than 50 horsepower) within 60 feet of inhabited residences or within 15 feet of uninhabited structures.

Conclusion

No new circumstances involving new significant impacts have occurred. While there are modified noise level standards adopted as part of the City's 2009 General Plan Update, the conclusions contained in the DEIR would be unaffected by these changes. No new analyses or verifications are required with respect to any associated impacts or mitigation measures. Therefore, the conclusions contained in the noise analysis in the DEIR and cumulative noise analysis in the SRDEIR remain valid and no further analysis is required.

POPULATION AND HOUSING

Environmental Issue Area	Where Impact Was Analyzed in the DEIR, RDEIR, SRDEIR, or FEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Prior EIR Mitigations/ Environmental Commitments Address/Resolve Impacts?
13. Population and Housing. Would the Project:					
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	DEIR pp. 7-1 to 7-5 SRDEIR pp. 7-1 to 7-5	NO	NO	NO	N/A
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	N/A	N/A	N/A	N/A	N/A
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	N/A	N/A	N/A	N/A	N/A

Discussion

The regional and local settings applicable to the project remain the same as stated in the SRDEIR. However, the City's sphere of influence (SOI) amendment and annexation of the site into the City were approved by LAFCO in May 2008.

CEQA does not identify a population increase as a significant environmental impact in and of itself. The additional number of residents in the project site resulting from the development of the project could, however, contribute to other environmental effects such as increased traffic, air quality degradation, and additional demands for public services and infrastructure. Impacts indirectly attributable to population growth, including air quality, traffic, public services and other issues are addressed in individual sections of the project impacts analysis contained in the DEIR, SRDEIR and subsequent EIRs, which are all incorporated into the Final EIR for the project.

a) The SRDEIR addresses inducement of population growth in Section 7.1, Growth Inducing Impacts on pages 7-1 – 7-5. At the time of preparation of the DEIR, the project site was outside of the City boundaries and the City's SOI, therefore the SRDEIR noted that the project would be inconsistent with current land use designations and was not identified for future urban development. However, subsequent to the certification of the FEIR, the City's SOI has been amended, and the project site has been annexed into the City. Therefore, the project would be consistent with current land use planning.

The SRDEIR notes that development of the North Natomas area will continue to have growth-inducing effects on the adjacent areas surrounding the plan area and concludes that development of the project would not substantially contribute to an overall growth inducing effect because of its specific location and the nature of the proposed development. The project would be located between residential development occurring in the NNCP area and commercial and industrial development approved for the future Metro Air Park. The SRDEIR also notes that the City would have to extend infrastructure and provide services to the site. Because the land to the north of the site is outside of the City's SOI, it is unlikely that the project would induce growth on adjacent lands that are not within the SOI and are not currently included in existing and long-term plans involving development. The SRDEIR does recognize the project's potential for setting a precedent for growth and extension of the NNCP boundaries is an important consideration. As the NNCP is built out, substantial pressure has been placed to consider development of the area to the north, including the project site. Further,

under the Joint Vision and the SACOG Blueprint, much of the area is identified as future urban development.

The SRDEIR concludes that overall, the proposed project would be growth inducing because the increased population associated with the proposed project would increase demand for goods and services, thereby fostering population and economic growth in the City of Sacramento and nearby communities. It can be expected that a successful project would place pressure on adjacent areas to the north to seek development entitlements. In summary, much of the growth that the proposed project would induce has been evaluated and provided for in the City General Plan, County General Plan, and other relevant planning documents.

The discussion regarding population growth inducement provided in the SRDEIR remains relevant to the revised project. There are no new circumstances resulting in new impacts or new information requiring additional analyses related to inducement of population growth. The conclusions in SRDEIR remain valid and no further analysis is required.

b, c) There are no existing residences within the project site boundaries. Therefore, no displacement of housing or persons would occur.

Mitigation Measures

No mitigation measures required.

Conclusion

No new circumstances have occurred nor has any substantially important new information been found requiring new analysis or verification. Therefore, the conclusions of the SRDEIR remain valid and approval of the amendment to the approved project would not result in any new significant impacts related to impacts to population and housing.

PUBLIC SERVICES

Environmental Issue Area	Where Impact Was Analyzed in the DEIR, RDEIR, SRDEIR, or FEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Prior EIR Mitigations/ Environmental Commitments Address/Resolve Impacts?
14. Public Services.					
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times or other performance objectives for any the public services:					
i. Fire protection?	DEIR p. 6.5-5 to 6.5-6; Impact 6.5-1; SRDEIR p. 7-19 Cumulative Impacts Section 7.2.5	NO	NO	NO	YES
ii. Police protection?	DEIR p. 6.5-6 Impact 6.5-2 SRDEIR p. 7-19 Cumulative Impacts Section 7.2.5	NO	NO	NO	N/A
iii. Schools?	DEIR p. 6.5-8 to 6.5-9; Impact 6.5-4; SRDEIR p. 7-19 Cumulative Impacts Section 7.2.5	NO	NO	NO	N/A
iv. Parks?	DEIR p. 6.6-10 to 6.6-12; Impacts 6.6-1 and 6.6-2; SRDEIR p. 7-20 Cumulative Impacts Section 7.2.6	NO	NO	NO	YES
v. Other public facilities?	N/A	N/A	N/A	N/A	N/A

Discussion

Prior to annexation into the City, the project site was located within the North Natomas Fire Protection District. However, the project site is currently served by the City of Sacramento Fire Department (SFD). Since the approval of the project, Station 43 has been put into service south of the project site at 4201 El Centro Road. Station 43 is approximately two miles south of the project site and the closest station to the project site. The next nearest fire station to the project site is Fire Station 30, located at the northeast corner of Regency Park Circle and Club Center Drive approximately 3 miles east of the project site and Fire Station 3, located at 7208 West Elkhorn Boulevard is approximately four miles west of the project site, on the opposite side of Sacramento International Airport from the project site.

i) The DEIR addresses impacts associated with fire and emergency services in Impact 6.5-1 on pages 6.5-5 to 6.5-6. The DEIR analysis of the project notes that, at the time of the DEIR preparation (2006), the City was planning to construct a new fire station to serve the project site and surrounding area, but the timing of construction and exact location of the fire station were unknown. Previously the response time to the site from the nearest fire station was estimated to be seven minutes, which was in excess of the optimal response time of 4.5 minutes noted in the DEIR. Because it was unknown whether adequate fire protection facilities would be in place at the time the first occupancy permit would be issued, the project could have resulted in residents living in an area where inadequate fire and emergency response services are provided. The DEIR determined that this would be a potentially significant impact. The DEIR included mitigation measures that would provide for financing and construction of a fire station to serve the project site. However, because of the uncertainties about location and timing of the opening of the fire station, the impact was considered to be significant and unavoidable.

As noted above, Station 43 has been constructed and placed in service since the approval of the original project. According to the Sacramento Metropolitan Fire Department, Station 43 would be the most likely station to respond to the project site because of its easy access to the site from I-5. The response time from Station 43 would not be at the optimal time (five minutes or less), but would be within an acceptable range according to fire personnel (Lee, pers. comm. 2013). However, the Greenbriar project site includes a location for a future fire station, which would be constructed before the project site meets fifty percent build-out, Therefore, this impact would be reduced to a less-than-significant level due to changed circumstances brought about by the construction and activation of Fire Station 43 and construction of a new fire station within the project site. No further analysis is required because the level of significance of impacts associated with fire and emergency services described in the DEIR would be reduced to a less-than-significant level. Overall, impacts would be less than that described in the DEIR.

ii) The DEIR addresses impacts associated with demand for police services on page 6.5-6, in Impact 6.5-2. The DEIR notes that because the City would add personnel to the police department on an as-needed basis to meet service goals, the project would not result in the need to construct any new police facilities to serve the project (the construction of which could result in significant physical environmental impacts). The applicant's finance plan would ensure adequate funding is paid into a fee program that would ensure basic police services would be provided as development occurs; the project would not result in any substantial adverse impacts to police facilities and services. Therefore, the DEIR concluded that this impact would be considered less than significant. The proposed amendment to the project would result in slightly fewer residents on the site than the approved project would have allowed. Therefore, demand for law enforcement services would not be substantially different than the approved project. The conclusions in DEIR remain valid and no further analysis is required.

iii) The DEIR addresses Impact 6.5-4 associated with schools on pages 6.5-8 to 6.5-9. The DEIR notes that school facilities currently serving the Natomas area, including the proposed elementary school site at the project site, would provide adequate school services to the project site. No additional facilities would be required. In addition, the project applicant would be required to pay development impact fees to Grant Union and Rio Linda Union school districts equal to $2.24 per square foot for residential development and $0.36 per square foot for commercial development. (Subsequent to approval of the project, Grant Union and Rio Linda Union School Districts were merged into the Twin Rivers Union School District). Payment of the development impact fees would provide the legally maximum required level of funding under State law, and would fully mitigate project-related school impacts. The DEIR analysis concludes that the project would result in less-than-significant impacts to school services. The amended project would construct fewer housing units than the approved project. As a consequence, fewer students would be generated by the amended project than were anticipated in the DEIR analysis. The conclusions in DEIR remain valid and no further analysis is required.

iv) The DEIR addresses impacts associated with parks and recreation on pages 6.6-10 to 6.6-11 in Section 6.6, "Parks and Open Space." Under Impact 6.6-1, the DEIR for the approved project concludes that residential development under the project would require 48.2 net acres of parks under the City's Quimby Act standards. The approved project would provide approximately 48.4 net acres of neighborhood and community parks. Therefore, the DEIR concludes that the project would provide sufficient parkland to meet the City's standards for parkland dedication, and thus would provide sufficient park facilities to meet demand. This impact was considered to be less than significant.

The City's standard for parkland dedication under the City's Quimby Act land dedication ordinance (City Code Title 16, Chapter 16.64) is 5 acres of parkland per 1,000 residents (2.5 acres of neighborhood and 2.5 acres of community parks per 1,000 residents). The City General Plan also contains the service level goal of 8 acres of per 1,000 City residents for citywide/regionally serving regional parks, parkways and/or open space acres. New developments that do not meet this acreage standard must pay an in-lieu fee to the City. The City uses a prescribed formula included in the Quimby Ordinance to determine how much parkland must be provided by proposed developments to meet demand generated by new residents. This formula multiplies the number of proposed housing units by specified factors (0.0135 for single-family [low-density] and medium-density housing and 0.0105 for high-density housing).

The amended project would have fewer housing units and a different mix of densities than the approved project. Using the standards contained in Chapter 16.64 of the City Code to calculate the required parkland dedication, the amended project would require 37.6 acres of neighborhood and community parkland. The parkland acreage dedicated under the amended project would total approximately 38.1 acres (including 5 percent acreage credit per recreational amenity in Phase 1). The impact conclusion contained in the DEIR would remain valid, because the Project is satisfying its dedication requirements under the City's Quimby Act ordinance. (City Code Title 16, Chapter 16.64). Therefore, the impact would remain less than significant.

The DEIR also notes in Impact 6.6-2 that the project site is within a portion of the county that historically has been devoted to agriculture, but rapid urban development is replacing much of this open space. The proposed project would result in the conversion of approximately 577 acres of agricultural land to nonagricultural use in an area that already is experiencing substantial development and loss of open space. While the project would retain some areas of open space as habitat corridors, lake/detention basins, the conversion of agricultural land to urban development would result in the permanent loss of open space resources. The DEIR determined that this impact would be significant. Mitigation measure 6.6-2 would require the project applicant to identify appropriate lands for set aside as permanent conservation easements at a 0.5:1 acre ratio for open space and habitat. However, the DEIR determined that the partial offset of the open space conversion would not fully mitigate the impact, and the impact would remain significant and unavoidable. As discussed above, the Sacramento County Board of Supervisors voted on October 6, 2015, to rescind the 2008 Open Space Agreement/Memorandum of Understanding, to allow Greenbriar to conserve open space and habitat land outside of Sacramento County. (Resolution No. 2015-0784.) Mitigation Measure 6.6-2 has been revised accordingly, as shown below. The North Nestor Reserve, located near the Sacramento County line in Sutter County, along with the other off-site reserves within Sacramento County, provide equivalent benefits associated with preservation of agricultural land in the Natomas Basin as contemplated in the 2008 EIR because all reserve lands would still be located within the Natomas Basin, The project as revised would remain substantially the same in terms of land use patterns, and therefore impacts associated with conversion of open space would be the same as described in the DEIR. Therefore, the conclusions regarding loss of open space contained in the DEIR remain valid and no further analysis is required.

Mitigation Measures

The following mitigation measures were referenced in the DEIR analysis of the proposed project and would remain valid if the project were adopted.

- Mitigation Measure 6.5-1 Fire and Emergency Medical Services
- Mitigation Measure 6.6-2 Open Space Resources (as amended below)

    a. ~~Consistent with the principles of the City/County Natomas Joint Vision Memorandum of Understanding,~~ ~~t~~The project applicant shall coordinate with the City to identify appropriate lands to be set aside in permanent conservation easements at a ratio of one open space acre converted to urban land uses to one-half open space acre preserved and at a ratio of one habitat acre converted to urban land uses to one-half habitat acre preserved. The total acres of land conserved shall be based on final site maps indicating the total on-site open space and habitat converted. Conserved open space and habitat areas could include areas on the project site, lands secured for permanent habitat enhancement (e.g., giant garter snake, Swainson's hawk habitat), or additional land identified by applicant in consultation with the City. ~~All conserved open space and habitat land shall be located in the NNJV area~~. ~~Should the City and County change adopted mitigation ratios before issuance of any grading permits, the project applicant shall comply with the revised policy.~~

    ~~In addition, the project applicant has agreed to the following mitigation measure:~~

    ~~b. The project applicant shall mitigate for impacts to open space by providing mitigation land in the amounts specified in the Greenbriar Open Space, Species and Agriculture: Project Impacts and Mitigation chart attached to the Mitigation Monitoring and Reporting Program, approved by the City Council along with these findings. The acreages shown in the Mitigation chart shall control. Implementation of the open space chart will result in an additional 30.5 acres of open space.~~

Conclusion

No changes in circumstances would result in new or substantially more severe significant environmental impacts related to police services and schools, and analysis of impacts on open space remain valid and no further analysis is required to for these topics. Circumstances have changed related to fire services such that impacts identified in the DEIR would be reduced to a less-than-significant level and no further analysis is required. While the project as revised would remain substantially the same in terms of land use patterns and types, and would generate slightly less population than would the approved project, the project meets the parkland dedication requirements of the City under Chapter 16.64 of the City Code.

RECREATION

Environmental Issue Area	Where Impact Was Analyzed in the DEIR, RDEIR, SRDEIR, or FEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Prior EIR Mitigations/ Environmental Commitments Address/Resolve Impacts?
15. Recreation.					
a. Would the project 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?	See #14 iv above, Public Services, Parks	NO	NO	NO	YES
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	See #14 iv above, Public Services, Parks	NO	NO	NO	YES

DISCUSSION

a) See Number 14 iv, Public Services, Parks.

b) See Number 14 iv, Public Services, Parks.

TRANSPORTATION/TRAFFIC

Environmental Issue Area	Where Impact Was Analyzed in the DEIR, RDEIR, SRDEIR, or FEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Prior EIR Mitigations/ Environmental Commitments Address/Resolve Impacts?
16. Transportation/Traffic. Would the project:					
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	SRDEIR pp. 6.1-50 to 6.1-85; Impacts 6.1-1 to 6.1-11. FEIR pp. 7-1 to 7-7, 6.1, Transportation and Circulation, Revisions to Second DEIR pp. 6.1-59, 6.1-63, 6.1-65, 6.1-67, 6.1-78, 6.1-81 to 6.1-82.	NO	NO	NO	YES
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	SRDEIR pp. 6.1-50 to 6.1-86; Impacts 6.1-1 to 6.1-11 FEIR pp. 7-1 to 7-7, 6.1, Transportation and Circulation, Revisions to Second DEIR; pp. 6.1-59, 6.1-63, 6.1-65, 6.1-67, 6.1-78, 6.1-81 to 6.1-82; p. 7-13 to 7-16 Cumulative Impacts, Traffic and Circulation	NO	NO	NO	YES
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	Not addressed	N/A	NO	NO	N/A
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	SRDEIR pp. 6.1-87 to 6.1-89; Impact 6.1-14	NO	NO	NO	N/A
e. Result in inadequate emergency access?	SRDEIR p. 6.1-89; Impact 6.1-15	NO	NO	NO	YES
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	SRDEIR pp. 6.1-82 to 6.1-84; Impact 6.1-11 and 6.1-12	NO	NO	NO	YES

Discussion

The SRDEIR addresses impacts related to transportation and circulation on pages 6.1-50 to 6.1-89 and revisions were made to portions of this analysis in the FEIR. The SRDEIR concludes that the project would result in significant impacts to study area intersections and roadway segments, (Impacts 6.1-1 and 6.1-2). Mitigation measures described in the SRDEIR and revised in the FEIR would reduce the identified impacts to less-than-significant levels. The SRDEIR also identifies significant impacts to freeway ramps (Impact 6.1-3) and freeway mainline segments (Impact 6.1-4). Mitigation measures provided in the SRDEIR and as revised in the FEIR would reduce these impacts, but are beyond the control of the City to implement or are infeasible, and therefore impacts would remain significant and unavoidable.

Cumulative impacts to study area intersections and roadway segments are considered significant (Impact 6.1-5 and Impact 6.1-6). Mitigation measures provided would reduce these impacts but are beyond the control of the City to implement or are infeasible, and therefore impacts would remain significant and unavoidable for some intersections and roadway segments. Cumulative impacts to study area freeway ramps and freeway mainline segments are considered significant (Impact 6.1-7 and Impact 6.1-8). Mitigation measures provided in the SRDEIR and as revised in the FEIR would reduce these impacts but are beyond the control of the City to implement, and therefore impacts would remain significant and unavoidable for study area freeway ramps and freeway mainline segments. In addition, the Greenbriar project will design and install a signal at the State Route 99 South-bound Elkhorn Boulevard off-ramp to further reduce freeway congestion consistent with Mitigation Measure 6.1-3c.

The SRDEIR concludes that impacts to pedestrian and bicycle circulation would be potentially significant (Impact 6.1-9). Implementation of mitigation measures, including the revisions noted below, would reduce these impacts to less-than-significant levels. Impacts to demand for public transportation are considered significant (Impact 6.1-10). Implementation of mitigation measures would reduce these impacts to less-than-significant levels.

The SRDEIR concludes that construction-related transportation and circulation impacts would be potentially significant (Impact 6.1-11). Implementation of a construction traffic management plan would reduce these impacts to a less-than-significant level.

The SRDEIR concludes that impacts associated with conformity with city parking requirements would be potentially significant (Impact 6.1-12). Implementation of a measure requiring a detailed parking plan would reduce these impacts to a less-than-significant level.

The SRDEIR concludes that impacts associated the project site access would be potentially significant (Impact 6.1-13). Implementation of a measure requiring improved access along Meister Way would reduce these impacts to a less-than-significant level.

The SRDEIR concludes that safety impacts associated the internal circulation would be potentially significant (Impact 6.1-14). Implementation of a mitigation measure requiring traffic calming measures would reduce these impacts to a less-than-significant level.

The SRDEIR concludes that impacts to emergency vehicle access could occur during construction and would be potentially significant (Impact 6.1-15). Implementation of a measure requiring coordination with City Development Services Department and emergency services departments would reduce these impacts to a less-than-significant level.

The project as revised would remain substantially the same as the approved project in terms of land use patterns, but with a slight overall reduction in the number of housing units (-69), a reduced number of single-family housing units (-207), and an increase in the number of multi-family units (+149). The revised project would also increase the square feet of commercial uses by 30,675 square feet. However, overall, trip generation would be reduced from that of the project as evaluated in the SRDEIR and FEIR because the revised project would have fewer housing units and less commercial area than the project examined in the

SRDEIR and FEIR. According to the Greenbriar Traffic Operations Memorandum prepared by Fehr & Peers, January 31, 2013, circulation impacts are anticipated to be similar to those described in the traffic and circulation analyses prepared for the SRDEIR and FEIR. Some traffic operations would improve due to the reduced number of housing units, and reduced amount of commercial square feet (from the SRDEIR analysis), but overall conclusions regarding impact level would remain the same. Therefore the conclusions contained in the DEIR remain valid and no further analysis is required.

Mitigation Measures

The following mitigation measures were referenced in the DEIR analysis of the proposed project and would remain valid if the project were adopted.

- Mitigation Measure 6.1-1a- 6.1-1i Study Intersection, Finance Plan Preparation
- Mitigation Measure 6.1-2a-6.1-2c Study Area Roadway Segment, Roadway Improvements
- Mitigation Measure 6.1-3a-6.1-3c Freeway Ramps, Traffic Congestion Relief Fund
- Mitigation Measure 6.1-4a – 6.1-4e Freeway Mainline, Traffic Congestion Relief Fund
- Mitigation Measure 6.1-5a – 6.1-5j Study Area Intersections (Cumulative)
- Mitigation Measure 6.1-6a – 6.1-6b Study Area Roadway Segments (Cumulative)
- Mitigation Measure 6.1-7a – 6.1-7c Study Area Freeway Ramps (Cumulative)
- Mitigation Measure 6.1-8a – 6.1-8c Freeway Mainline Segments (Cumulative)
- Mitigation Measure 6.1-9a-b, d-f Bicycle and Pedestrian Circulation (City of Sacramento)
- Mitigation Measure 6.1-10 Public Transportation
- Mitigation Measure 6.1-11 Construction Traffic Management Plan
- Mitigation Measure 6.1-12 Parking: (City of Sacramento)
- Mitigation Measure 6.1-13 Project Site Access (City of Sacramento).
- Mitigation Measure 6.1-14 Internal Circulation -Traffic Calming Measures (City of Sacramento)
- Mitigation Measure 6.1-15 Emergency Access (City of Sacramento).

The following mitigation measure (as amended below) referenced in the DEIR would continue to remain applicable if the proposed project were adopted.

- Mitigation Measure 6.1-9c Bicycle and Pedestrian Circulation (City of Sacramento)

The project applicant shall dedicate a buffer along the edges of the project site (south <u>and</u>~~,~~ east~~, and west~~) to the City of Sacramento. This buffer shall be landscaped by the project applicant and shall provide space for future 10-foot off-street bikeways that would connect residents and employees to the NNCP area and other Class I bike facilities. ~~The buffer on the western edge of the project site shall not encroach on the 250 foot linear open space/buffer proposed for giant garter snake habitat.~~

Conclusion

No new circumstances have occurred nor has any substantially important new information been found requiring additional analysis or verification. The project as revised would remain substantially the same in terms of land use patterns and traffic generation. Therefore circulation impacts are anticipated to be similar to those described in the analyses provided in the SRDEIR and FEIR. Therefore, the conclusions of the FEIR remain valid and approval of the amendment to the approved project would not result in any new significant impacts associated with transportation and circulation.

UTILITIES AND SERVICE SYSTEMS

Environmental Issue Area	Where Impact Was Analyzed in the DEIR, RDEIR, SRDEIR, or FEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Prior EIR Mitigations/ Environmental Commitments Address/Resolve Impacts?
17. Utilities and Service Systems. Would the Project:					
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	DEIR pp. 6.4-14 Impact 6.4-4	NO	NO	NO	YES
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	DEIR pp. 6.4-14; Impact 6.4-4	NO	NO	NO	YES
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	DEIR pp. 6.4-15; Impact 6.4-5	NO	NO	NO	YES
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	DEIR pp. 6.4-9 to 6.4-11; Impact 6.4-1	NO	NO	NO	YES
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	DEIR pp. 6.4-14; Impact 6.4-4; p. 7-16 to 7-17 Cumulative Impact Section 7.2.4 Utilities	NO	NO	NO	YES
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	RA substantially different than the approved project. Fewer residents on the site than the approved project would have allowed. DEIR pp. 6.5-7 to 6.5-8 Impact 6.5-3	NO	NO	NO	N/A
g. Comply with federal, state, and local statutes and regulations related to solid waste?	RA substantially different than the approved project. Fewer residents on the site than the approved project would have allowed. DEIR pp. 6.5-7 to 6.5-8 Impact 6.5-3	NO	NO	NO	N/A

Environmental Issue Area	Where Impact Was Analyzed in the DEIR, RDEIR, SRDEIR, or FEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Prior EIR Mitigations/ Environmental Commitments Address/Resolve Impacts?
h. Create demand for natural gas, electricity, telephone, and other utility services that cannot be met.	RA substantially different than the approved project. Fewer residents on the site than the approved project would have allowed. DEIR pp. 6.4-16; Impact 6.4-6	NO	NO	NO	YES

Discussion

a, b, e) The DEIR addresses impacts related to wastewater conveyance infrastructure and treatment capacity in Impacts 6.4-3 to 6.4-4, on pages 6.4-13 to 6.4-14. Impact 6.4-3 addresses increased demand for wastewater collection and conveyance. Impact 6.4-4 addresses SRWTP expansion.

With approval of the project, the project site was annexed to the City, and SOI's for SRCSD and CSD-1 were amended to include the project site. Wastewater collection services would be provided by CSD-1 and the SRCSD.

The DEIR notes that the average projected wastewater flows for the project are approximately 3.05 million gallons per day (mgd) peak wet weather flow (PWWF). Wastewater flows for off-site developments would generate 8.73 mgd PWWF. The project and off-site developments would generate a combined wastewater flow of 11.78 mgd PWWF before connecting with the North Natomas interceptor. The North Natomas interceptor has an available capacity of 15.28 mgd PWWF, which exceeds project demands (Wood Rodgers 2005). In 2006 staff of SRCSD confirmed that adequate capacity was available at the time and over the construction buildout period (i.e., 5–10 years) in the North Natomas interceptor as well as downstream facilities (Hedges, pers. comm., 2006). No new infrastructure would be required.

The DEIR concludes that because sufficient capacity within the CSD-1's and SRCSD's conveyance facilities would be available to serve the project, the project would result in less-than-significant impacts to wastewater collection services.

The revised project would remain substantially the same in terms of land use patterns, and wastewater flows are expected to be similar to those described in the DEIR. Therefore, the conclusions regarding wastewater conveyance and treatment capacity remain valid and no further analysis is required.

The DEIR notes that the SRWTP would provide wastewater treatment for wastewater flows generated by the project. At the time the DEIR was prepared the SRWTP treated an average of 165 mgd of wastewater and was permitted to treat 181 mgd average dry weather flows (ADWF) and 392 mgd of daily peak wet weather flows. The DEIR concludes that the project, along with other planned development, would contribute to the need to expand the SRWTP. The SRCSD 2020 Master Plan (2004) identifies projected future wastewater flows within its service area and the facilities necessary to treat these flows. The 2020 Master Plan projects a population-based flow of 218 mgd ADWF by 2030 and includes new facilities which would provide capacity to meet this flow level. According to the EIR prepared for the SRWTP 2020 Master Plan Expansion, construction and operation of facility improvements could contribute to significant and unavoidable impacts related to

construction-related air quality. Because the Greenbriar project would contribute to the need for expanding the SRWTP, and would contribute to the impacts assessed in the EIR for the SRWTP 2020 Master Plan Expansion, the DEIR concluded that the project would have a significant impact to wastewater facilities. Because all feasible mitigation measures had been recommended to reduce impacts associated with expansion of the SRWTP and no other feasible mitigation measures are available to reduce impacts to less-than-significant levels, the DEIR concludes that this cumulative impact from construction-related air quality would be significant and unavoidable.

Permitted treatment capacity at the SRWTP remains unchanged since the Greenbriar Project was approved in 2008. Wastewater flows SRWTP are slightly reduced from 2008; currently, the SRWTP treats an average of 150 mgd in wet years and is capable of treating up to 400 mgd peak wet weather flow (SCRSD 2009, SCRSD 2012). SRCSD is no longer pursuing the expansion of the SRWTP to 218 mgd based on revised population and influent projections. A contributing factor to this is increased water efficiency implemented throughout SRCSD's service area and declines in growth projections as a result of the economic downturn. Therefore, impacts associated with expansion of the SRWTP and the project's contribution to these impacts would not occur and this significant and unavoidable impact would be eliminated. Because the project as revised would remain substantially the same in terms of land use patterns, wastewater generation would be similar to that described in the DEIR. Therefore, the conclusions regarding wastewater treatment capacity remain valid and no further analysis is required.

c) The DEIR addresses stormwater drainage in Impact 6.4-5 on page 6.4-15. The DEIR notes that the project would increase the volume of stormwater generated at the project site. The drainage system would consist of gravity flow within underground pipes, a lake/detention basin, and discharge to the West Drainage Canal. The project site would be graded to create building pads and streets that would direct drainage to a proposed on-site lake/detention basin. Trunk lines within the project site would be sized from 24 to 54 inches to convey storm water to the lake/detention basin. Approximately 2 feet of freeboard (vertical distance) below proposed grading and from the maximum 10-day 100-year elevation in the lake/detention basin would be maintained in the lake. However, RD 1000's Plant #3 does not have sufficient pumping capacity to pump stormwater generated from the project site. Therefore, development of the project would result in significant impact related to storm drainage capacity. Mitigation Measure 6.4-5 would require the project proponents to fully fund and install a new pump that would increase pumping capacity at the RD 1000 Plant #3 by 75 cubic feet per second (cfs), or if RD 1000 determines this pump is no longer necessary due to other changes in the RD 1000 system, this measure would be deemed satisfied. This would reduce the impact to a less-than-significant level.

The project as revised would remain substantially the same in terms of land use patterns, and therefore impacts associated with stormwater drainage would be expected to be the same as identified in the DEIR. Therefore, the conclusions contained in the DEIR remain valid and no further analysis is required.

d) The DEIR addresses water demand and delivery infrastructure in Impacts 6.4-1 and 6.4-2 on pages 6.4-9 to 6.4-11. The DEIR notes that water demands for the project would be met by the City of Sacramento through existing water supply entitlements available from the American River, Sacramento River, and the City's local groundwater well system. The City has sufficient water supplies to meet their existing and projected future demands in addition to the proposed project through 2030 under all water year types (e.g., normal, single-dry, and multiple-dry years). Further, other than construction of the necessary infrastructure to connect the project site to the City's existing water system, no additional water supply facilities would be needed to serve the project. Therefore, this would be a less-than-significant impact related to water supply. The project as revised would remain substantially the same in terms of land use patterns, and therefore impacts associated with water supply would be expected to be the same as identified in the DEIR. Therefore, the conclusions contained in the DEIR remain valid and no further analysis is required.

In addition, the Spangler Reserve property currently receives water from the Natomas Central Mutual Water Company (NCMWC) and would continue to do so for the foreseeable future to support the managed marsh that would be created on the site. Water use for Spangler Reserve operation is expected to be less than the current annual water usage for rice cultivation. NCMWC manages consolidated riparian and appropriative water rights for approximately 238 landowners in the Natomas Basin. NCMWC is considered one of the most senior water rights holders in the Sacramento Basin. With priority dates as far back as 1916, NCMWC is senior to both the Central Valley Project and State Water Project. After completion of the Central Valley Project substantially altered hydrology in the Sacramento River, NCMWC entered into a settlement contract with the Bureau of Reclamation that established a base diversion entitlement of 98,200 acre-feet per year, with a potential reduction of up to 25 percent in critically dry years when annual inflow to Shasta Lake is less than 3.2 million acre-feet. NCMWC also has rights to groundwater that are not currently utilized to any significant degree.

The other off-site reserves, Moody and North Nestor, would continue to receive water from NCMWC to support ongoing agricultural use of the site consistent with current water use patterns.

f, g) The DEIR addresses demand for solid waste disposal services and capacity in Impact 6.5-3 on page 6.5-7 and 6.5-8. The DEIR notes that with the combined residential and commercial land use solid waste disposal rates, the total solid waste generated by the project would be approximately 7.37 tons of refuse per day which accounts for approximately 0.4 percent of the solid waste accepted at the Sacramento Recycling and Transfer Station on a daily basis. This volume of waste is not substantial in relation to total available capacity and staff of the Department of Utilities Solid Waste Division indicated that the transfer station would be able to accept solid wastes from the project. In addition, the City determined through its General Plan that the Lockwood Landfill would have sufficient capacity to serve future needs of the City for the next 90 years.

Because existing solid waste facilities would have adequate capacity to serve the project into the foreseeable future, additional solid waste facilities would not be required. Therefore, the project would have a less-than-significant impact on solid waste services.

The project as revised would remain substantially the same in terms of land use types, however the revised project would have fewer low density residential units, more high density units, and fewer residential units overall than would the approved project. The acreage of commercial land uses would be similar to the approved project. Therefore, solid waste generation would be expected to be similar or slightly less than with the approved project. Therefore, the conclusions contained in the DEIR remain valid and no further analysis is required.

h) The DEIR addresses demand for electricity and natural gas services on page 6.4-16 in Impact 6.4-6. The DEIR notes that the project area would be supplied with energy services by PG&E (i.e., natural gas) and SMUD (i.e., electricity). Energy services are currently being provided adjacent to the project site to the east and south and extension of these services to the site would not cause any physical disturbances beyond that already anticipated at the project site. For these reasons, the DEIR concludes that the provision of energy services to the project site would result in less-than-significant impacts.

The project as revised would remain substantially the same in terms of land use types and land use patterns, however the revised project would have fewer low density residential units, more high density units, and fewer residential units overall than would the approved project. The acreage of commercial land uses would be similar to the approved project. Therefore, energy demand would be expected to be similar or slightly less than with the approved project. Therefore, the conclusions contained in the DEIR remain valid and no further analysis is required.

Mitigation Measures

- Mitigation Measures 6.4-4 SRWTP Expansion

- Mitigation Measure 6.4-5 Demand for Storm Drainage (as amended below)

The project applicant shall fully fund the installation of a new pump that would increase pumping capacity at the RD 1000's plant #3 by 75 cubic feet per second, or if RD1000 indicates that such pumping capacity is no longer needed, this measure will be deemed to be satisfied.

Conclusion

No changes in circumstances would result in new or substantially more severe significant environmental impacts related to water supply, or wastewater collection, conveyance or treatment services, compared to the analysis presented in the DEIR. No new significant impacts would occur related to solid waste disposal or storm drainage. Therefore, the conclusions of the DEIR remain valid and approval of the revised project would not result in any new significant impacts related to impacts to utilities and service systems.

4 LIST OF PREPARERS

Ascent Environmental

Amanda Olekszulin ..... Principal-in-Charge/Project Manager
Honey Walters ..... Principal, Air Quality / Noise / Climate Change Review
Linda Leeman ..... Senior Biologist/Biological Resources Review
Erik de Kok ..... Senior Planner
Hannah Kornfeld ..... Environmental Planner
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Appendix A

Greenhouse Gas Modeling and Assumptions Data

Greenbriar Density Calcs

Land Use	Net Acres	Dwelling Units	Density (du/na)	Notes:
Single Fam	235.9	2,290	9.71	
Multi Fam	21.8	632	28.99	
Total Residential	257.7	2,922	11.34	

	Net Acres	Square Feet	Jobs	Density (jobs/job acre)	
Regional Commercial	27.1	301,653	464	17.12	assuming 650 sq ft per employee for regional retail
Shopping Center	1.6	17,425	39	24.20	assuming 450 sq ft per employee for shopping center/strip mall retail
Elementary School	9.9		37	3.74	assuming student/teacher ratio of 25:1, and admin staff of 5
Total Job-Generating Uses	38.6	319,078	540	13.98	

Pedestrian Review Guide - Scorecard: Greenbriar Project

Background: This Scorecard is based on the Pedestrian Review Guide in the City's Pedestrian Master Plan, and was developed as a way to quantitatively measure the relative pedestrian-friendliness of a development project. The scorecard calculates how a development project will measure up to pedestrian needs based on various project design features and context (Proximity, Site Optimization and Compactness, Accessibility and Mobility, and Street Network). This rating is calculated as an average of the scores all the applicable measures, ranging from 1 to 4. Some of the measures may not apply to all projects, in which the user should enter "0" in the Project Score column. A higher rating (between 3 and 4) would indicate a development is likely to be pedestrian oriented. A lower rating (2 or less) would indicate a development is unlikely to encourage or facilitate pedestrian activity.

For the purpose of Climate Action Plan (CAP) Consistency Review, if the project achieves an overall score of 3 or better, the proposed project will be considered consistent with the Pedestrian Master Plan, as noted in the CAP Consistency Checklist.

Section 1: Proximity	Assessment	Points	Project Score
1.1: Walking distance to transit stop (Bus, Light Rail)			**3**
On site/across the street	Excellent	4	
up to 1325 feet (approx 5 minute walk)	Good	3	
up to 2650 feet (approx 10 minute walk)	Acceptable	2	
up to 3975 feet (approx 15 minute walk)	Minimal	1	
Not applicable/transit not available	Not Applicable	0	
1.2: Proximity to off-site restaurants, entertainment centers, retail shops, libraries, civic centers, parks, services (bank, post office, barber and the like)			**3**
On site/across the street	Excellent	4	
up to 1325 feet (approx 5 minute walk)	Good	3	
up to 2650 feet (approx 10 minute walk)	Acceptable	2	
up to 3975 feet (approx 15 minute walk)	Minimal	1	
Not applicable/transit not available	Not applicable	0	
1.3: Residential development projects: proximity to grocery, convenience stores, household supplies			**2**
On site/across the street	Excellent	4	
up to 1325 feet (approx 5 minute walk)	Good	3	
up to 2650 feet (approx 10 minute walk)	Acceptable	2	
up to 3975 feet (approx 15 minute walk)	Minimal	1	
Not applicable/transit not available	Not Applicable	0	
1.4: Residential development projects: proximity to schools or day care			**2**
On site/across the street	Excellent	4	
up to 1325 feet (approx 5 minute walk)	Good	3	
up to 2650 feet (approx 10 minute walk)	Acceptable	2	
up to 3975 feet (approx 15 minute walk)	Minimal	1	
Not applicable/transit not available	Not Applicable	0	
1.5: Commercial development projects: proximity to residential restaurant or retail shops services (bank, post office, barber, etc.)			**0**
On site	Excellent	4	
Adjacent or across the street	Good	3	
up to 1325 feet (approx 5 minute walk)	Acceptable	2	
up to 2650 feet (approx 10 minute walk)	Minimal	1	
Not applicable	Not Applicable	0	

Section 2: Site Optimization and Compactness	Assessment	Rating	Project Score
2.1: Location of building(s) relative to public sidewalk			**2**

Adjacent	Excellent	4
Separated by open plaza or outdoor seating area	Good	3
Separated by open landscaped area with connecting pathways	Acceptable	2
Separated by fenced outdoor yard with connecting pathways	Minimal	1
Not applicable	Not Applicable	0

2.2: Location of off-street parking relative to public sidewalk			**2**
Located behind or within building	Excellent	4	
Located to side of building	Good	3	
Adjacent with connecting pathways	Acceptable	2	
Adjacent with landscape screening	Minimal	1	
Not applicable	Not Appplicable	0	

Section 3: Accessibility and Mobility	**Assessment**	**Rating**	**Project Score**
3.1: Provide pedestrian amenities for transit			**4**
Direct pathway to light rail transit station	Excellent	4	
Direct pathway to bus shelter with seat, and schedule information	Good	3	
Adjacent to public sidewalk with loading area and seating	Acceptable	2	
Bus stop with signage	Minimal	1	
Not applicable	Not applicable	0	
3.2: Provide direct sidewalk connections			**2**
Multiple entrances along all public sidewalks	Excellent	4	
At least one entrance along a public sidewalks	Good	3	
Shaded, well marked pathway from public sidewalk	Acceptable	2	
Paved area from public sidewalk	Minimal	1	
Not applicable	Not applicable	0	
3.3: Relationship to automobile access			**2**
Drive on access to rear of building(s) or alley access	Excellent	4	
Driveway along public sidewalk with delineated pedestrian crossings	Good	2	
Driveway across public sidewalk	Acceptable	1	
Not applicable	Not applicable	0	
3.4: Facilitate connections to public outdoor space			**4**
Access to multi-use trails or pedestrian pathways	Yes	4	
Not applicable	Not applicable	0	

Section 4: Street Network	**Assessment**	**Rating**	**Project Score**
4.1: Street pattern			**3**
Entire street pattern is a grid	Excellent	4	
Street pattern has mix of grid, loops and cul-de-sacs	Good	3	
Street pattern with loops and cul-de-sacs and pedestrian connections	Acceptable	2	
Street pattern with loops and cul-de-sacs	Minimal	1	
Not applicable	Not applicable	0	
4.2: Block lengths (long side)			**2**
Less than 400 feet	Excellent	4	
400-500 feet	Good	3	
501-600 feet	Acceptable	2	
Greater than 600 feet	Minimal	1	
Not applicable	Not applicable	0	

4.3: Continuation of existing neighborhood street pattern into new project			**4**
	Yes	4	
	No	1	
	Not applicable	0	

Overall Pedestrian Rating			
Total score for all measures (summary of project scores entered in Sections 1-4 above)			**35**
Number of measures scored > 0 (max = 14)			**13**
Overall Rating = (total score)/(number of measures scored)			**3**
For the purposes of the Climate Action Plan Consistency Review Checklist, if the project achieves a score of 3 or better, the project will meet the criteria specified in the checklist.	Excellent	4	
	Good	3	
	Moderate	2	
	Poor	1	

Greenbriar - Solar Calcs (Mitigated Demand)

Mitigated Demand = Meet 2013 Title 24 Requirements, Increase Lighting Efficiency by 30%, EnergyStar appliances

Land Use	Annual electricity usage (Mitigated kWh)	Units	Annual kWh/unit	15% of total annual kWh	kW of PV to meet 15% of annual usage	kW of PV to meet 100% of annual usage (net zero)
Apartments Low Rise	2,365,020	528 du	4,479	354,753	219	1,461
Single Fam - Townhouse	545,223	104 du	5,243	81,783	51	337
Single Fam - Low Denisty	19,231,900	2,290 du	8,398	2,884,785	1,782	11,879
Elementary School	438,282	6,683 sq ft	65.6	65,742	41	271
Regional Commercial	3,035,990	301,653 sq ft	10.1	455,399	281	1,875
Neighborhood Commercial	175,324	17,420 sq ft	10.1	26,299	16	108
					2,390	15,931
Total annual kWh usage	25,791,739					
15% of annual kWh usage	3,868,761					
kW of solar required (15%)	2,390	(assuming 1,619 kWh/yr generated per kW of PV)				

Annual Estimated Electricity Generation from Typical PV Systems

System Size	kWH generated/yr	# of systems to meet 15% of Greenbriar demand[1]
3 kW	4,857	796.53
5kW	8,094	477.98
10kW	16,189	238.97

1619 Estimated annual kWh generated per kW of PV in the city of Sacramento

		Commercial Rooftop sq ft to meet 15%
Watts/sq ft		10
		238,960

Source: CAPCOA, Table AE-2.1: Estimated Electricity Generation from Typical PV Systems, Sacramento Metro Area, Major City = Sacramento (2010)

Notes:

[1] Any one of the 3 system size bundles above would satisfy 15% of annual demand. The system sizes presented are typically for residential or small commercial installations. PV systems above 10 kW may have considerable variation in generation potential on medium- to larger-scale commercial buildings)

kW = kilowatt (1,000 Watts): Measures electric energy demand or generation potential. When referring to Solar PV, maximum generation potential of the system.

kWh = kilowatt-hour: measures electricity demand over a period of 1 hour. This is how monthly or annual electric usage is measured.

du = dwelling unit

PV = solor photovoltaic system

Greenbriar - Additional GHG Mitigation Summary

MTCO2e

Source	Unmitigated	Mitigated	Net Reduction	% Reduction
Electricity	7,592	6,860	732	10%
Natural gas	4,683	4,258	425	9%
Total building energy	*12,275*	*11,118*	*1,157*	*9%*
Waste	1,496	374	1,122	75%
Mobile	40,895	13693	27,202	67%
Water	590	413	177	30%
Area	50	50	-	0%
Total	55,306	25,648	29,658	54%

	Unmitigated	Mitigated (15% reduction in electricity energy intensity)	Difference (MT CO2e reduction)
30% Onsite Solar PV	7,592	5,315	2,277
15% Onsite Solar PV	7,592	6,453	1,139
Onsite solar water heaters	4,683	2903.48	1,780

Appendix B

Climate Action Plan
Consistency Review Checklist

City of SACRAMENTO
Community Development

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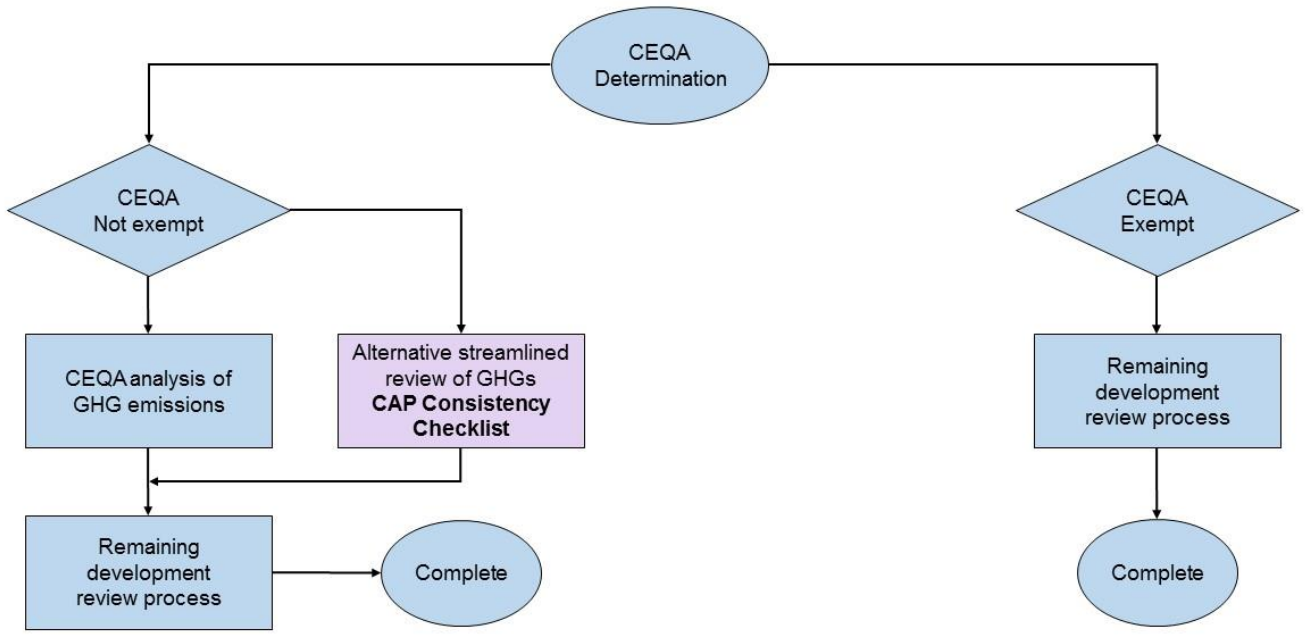
CLIMATE ACTION PLAN – CONSISTENCY REVIEW CHECKLIST

The purpose of the Climate Action Plan Consistency Review Checklist (CAP Consistency Review Checklist) is to provide a streamlined review process for proposed new development projects which are subject to discretionary review and trigger environmental review pursuant to the California Environmental Quality Act (CEQA).

CEQA Guidelines require the analysis of greenhouse gas (GHG) emissions and potential climate change impacts from new development. The Sacramento Climate Action Plan qualifies under section 15183.5 of the CEQA Guidelines as a plan for the reduction of GHG emissions for use in cumulative impact analysis pertaining to development projects. This allows projects that demonstrate consistency with the CAP to be eligible for this streamlining procedure. Projects that demonstrate consistency with the CAP and the Sacramento 2030 General Plan may be able to answer "No additional significant environmental effect" in the City's initial study checklist. Projects that do not demonstrate consistency may, at the City's discretion, prepare a more comprehensive project-specific analysis of GHG emissions consistent with CEQA requirements. (See FAQ about the CAP Consistency Review Checklist for more details.)

The diagram below shows the context for the CAP Consistency Review Checklist within the planning review process framework.

Streamlined Review of GHG Emissions in Development Projects



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CLIMATE ACTION PLAN – CONSISTENCY REVIEW CHECKLIST

Application Submittal Requirements

1. The CAP Consistency Review Checklist is required only for proposed new development projects which are subject to CEQA review (non-exempt projects)
2. If required, the CAP Consistency Review Checklist must be submitted in addition to the basic set of requirements set forth in the Universal Application and the Planning Application Submittal Matrix.
3. The applicant shall work with staff to meet the requirements of this checklist. These requirements will be reflected in the conditions of approval and/or mitigation measures.
4. All conditions of approval and mitigation measures from this checklist shall be shown on full-size sheets for building plan check submittals.

Application Information

Project Number: Greenbriar

Address of Property: No specific address exists yet. See Universal Dev Application for APNs.

Was a special consultant retained to complete this checklist? X Yes ☐ No. If yes, complete following

Consultant Name*: Amanda Olekszulin, Principal

Company: Ascent Environmental, Inc.

Phone: (916) 842-3164 E-Mail: Amanda.Olekszulin@ascentenvironmental.com

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CAP Consistency Checklist Form for Projects that are Not Exempt from CEQA

Checklist Item (Check the appropriate box, and provide explanation for your answer).	Yes	No
1. Is the proposed project substantially consistent with the City's over-all goals for land use and urban form, allowable floor area ratio (FAR) and/or density standards in the City's 2035 General Plan, as it currently exists?	X	

Please explain how proposed project compares to 2035 General Plan with respect to density standards, FAR, land use and urban form. (See directions for filling out CAP Checklist)

The original Greenbriar Development Project and EIR was approved in January 2008, and new General Plan land use designations were included for the Project, which was outside of the City's Sphere of Influence at the time. In June 2008, LAFCo approved annexation of the Project site into the City limits. The City adopted the 2035 General Plan in March 2015 and new land use and urban form designations were included for the Project site, specific to the Greenbriar Development Project Proposal. The current Proposed Project was analyzed in the 2035 General Plan and its proposed land use are reflected in the Land Use & Urban Form Diagram of the 2035 General Plan. The proposed densities and land use types are consistent with General Plan policies. The Proposed Project would still retain the same mix of land uses, general densities and intensity levels as the previously-approved project, as summarized below:

Previously-adopted Project Land Uses, Density, and Intensity Levels:

- 2,952 dwelling units, average net density of 11.78 dwelling units/net acre
- 288,402 square feet of commercial
- 41.4 net acres of parkland
- 10 net acre school site
- 97.8 acres of open space

Proposed Project Land Uses, Density, and Intensity Levels:

- 2,922 dwelling units, average net density of 11.3 dwelling units/net acre
- 319,078 square feet of commercial
- 34.5 acres of parkland
- 10 net acre school site
- 60 acres of open space

The number of dwelling units would decrease by less than one percent compared to the previously-approved project, while square footage of commercial land uses would increase by about 30,676. However, the project assumptions for the Greenbriar project in the Project Background of the Master EIR (MEIR) prepared for the 2035 General Plan included 2,952 housing units and 1,451 employees (MEIR Appendix A, Table 2-48). The Proposed Project would result in less than one percent fewer dwelling units than what was assumed in the Master EIR. Total project employment by land uses, however, would include approximately 464 employees for Regional Commercial, 39 employees for the Shopping Center, and 37 employees associated with the Elementary School designation, for a total of 540 employees, which represents a 63 percent decrease in nonresidential employment compared to the MEIR pipeline project assumptions. Thus, the Proposed Project would decrease employment intensity, though the reduction in residential intensities would result in net development intensity levels that are similar to the assumptions in the MEIR. For the purposes of quantifying and estimating the consistency of GHG emissions from the proposed land uses, therefore, the relative GHG emissions would still be similar to the overall intensities quantified in the current 2035 General Plan and Master EIR.

The Proposed Project is substantially consistent with the City's overall goals for land use and urban form for the site as it exists in the currently-adopted 2035 General Plan.

*If "No", equivalent or better GHG reduction must be demonstrated as part of the project and incorporated into the conditions of approval.
Note: Requirements from this checklist should be incorporated into the conditions of approval, and shown on the full-size plans submitted for building plan check.

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Checklist Item (Check the appropriate box, and provide explanation for your answer).	Yes	No
2. Would the project incorporate traffic calming measures? *(Examples of traffic calming measures include, but are not limited to: curb extensions, speed tables, raised crosswalks, raised intersections, median islands, tight corner radii, roundabouts or mini-circles, on-street parking, planter strips with street trees, chicanes/chokers.)*	X	

Please explain how the proposed project meets this requirement (list traffic calming measures). If "not applicable" (NA), explain why traffic calming measures were not required.

The Proposed Project would include several traffic calming features that would help to reduce traffic speeds and improve pedestrian safety. These include:

- Median islands incorporated into key street sections shown on the Tentative Master Parcel Map, including Elkhorn Boulevard, Meister Way, and interior collector streets. Median islands would help to reduce crossing distances and provide potential pedestrian refuge areas.
- Planter strips and street trees will be provided on nearly all frontages of collector and arterial streets, village entry streets, and certain local and commercial streets, as shown on the Tentative Master Parcel Map. Planter strips and street trees can help to reduce traffic speeds and enhance pedestrian safety.
- On-street parking will be permitted on most local and collector streets. On-street parking provides additional speed and traffic buffering for adjacent pedestrian walkways and sidewalks, and can help to reduce vehicle speeds.
- Section 2.1 of the PUD Guidelines ("Transit-Oriented Development Structure of the Plan") states in the Principles and Objectives section that the design of the Greenbriar TOD will include pedestrian scale and walkability, and reduce the impact of the automobile.
- Section 2.2A of the PUD Guidelines contains several design guidelines that help serve to enhance pedestrian access and reduce the impact of the automobile, including:
  - Wide and accessible sidewalks and pedestrian paths in the immediate vicinity of LRT station at least 10 feet in width.
  - Pedestrian crossings at stations that are clearly marked in a color and/or texture contrasting the street and constructed of high quality materials in keeping with the design of the station.
  - Station area with lush landscaping materials accompanied by drought-tolerant plants.
  - Palms or other tall landmark trees planted at the station so that the LRT station is visible from a distance.
  - Street trees that provide shade and visual interest.
- Section 2.4 of the PUD Guidelines states, "Where necessary, traffic control devices will be installed that will facilitate timely and safe pedestrian crossings."

The Proposed Project will therefore be consistent with CAP Action 2.1.1.

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Checklist Item (Check the appropriate box, and provide explanation for your answer).	Yes	No
3. Would the project incorporate pedestrian facilities and connections to public transportation consistent with the City's Pedestrian Master Plan?	X	

Please explain how the proposed project meets this requirement. If "not applicable" (NA), explain why this was not required.

In accordance with the Pedestrian Review Guide found in Appendix A to the City's adopted Pedestrian Master Plan, the pedestrian environment for the Proposed Project was assessed per the four criteria listed in the Guide. The Project would meet all criteria. Details are summarized for each of the criteria below.

A. Resource Materials Requirements: The Project would be consistent with the applicable goals and policies of the 2035 General Plan related to pedestrian facilities and connections. The 880' Walking Map Exhibit (attached) shows that approximately 99 percent of single-family residential lots on the site would be within 880 feet walking distance of parkland on site. Similarly, as shown on the ¼ and ½ Mile Transit Station Radius Exhibit (attached), approximately 33 percent of single-family residential lots would be within ¼ mile distance of the LRT station, and 75 percent of single family lots would be within ½ mile distance of the LRT station. All multi-family units would be located within ¼ mile of the LRT station. All new streets in the Project would be consistent with the City's Design & Procedures Manual, Pedestrian-Friendly Street Standards, and Standard Specifications. The PUD Guidelines for the Project (summarized above under Question 2) reflect the requirements of these documents. The Project is therefore consistent with this criterion.

B. Determine the Project's Pedestrian "Smart Growth" Score: The Pedestrian Smart Growth Scorecard was completed for the Proposed Project (attached). The Project achieves an overall score of 3, and therefore is considered consistent with this Pedestrian Master Plan criterion.

C. Determine Appropriate Pedestrian Accommodations: The Pedestrian Master Plan was adopted in 2006, and as a result the maps contained in the Pedestrian Master Plan that show specific pedestrian ratings and priority areas for Upgraded and Premium Pedestrian Accommodations do not include the Project site, since the site was not yet included in the city limits. However, the Proposed Project would provide typical Basic Pedestrian Accommodations in most residential areas, with some Upgraded and/or Premium features in pedestrian pathways and paseos that connect neighborhoods, and in open space buffers and around the lake. Upgraded or Premium Pedestrian Accommodations would also be incorporated into the TOD area surrounding the proposed light rail station, and in some of the commercial areas of the site (see the description of the PUD Guidelines in Question 2 above).

D. Assess the Need for Additional Pedestrian Considerations: Mitigation Measure 6.1-9 in the EIR certified for the project in 2008 contains specific requirements to ensure that necessary on- and off-site pedestrian and bicycle facilities be incorporated throughout the project. These include sidewalks, stop signs, in-pavement lighted crosswalks, standard pedestrian and school crossing warning signs, lane striping to provide a bicycle lane, bicycle parking, signs to identify pedestrian and bicycle paths, marked and raised crosswalks, and pedestrian signal heads. This Mitigation Measure ensures that any additional pedestrian needs will be identified and coordinated with City staff prior to project construction.

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Checklist Item (Check the appropriate box, and provide explanation for your answer).	Yes	No
4. Would the project incorporate bicycle facilities consistent with the City's Bikeway Master Plan, and meet or exceed minimum standards for bicycle facilities in the Zoning Code and CALGreen?	X	

Please explain how the proposed project meets this requirement. If "not applicable" (NA), explain why this was not required.

Mitigation Measure 6.1-9 in the certified EIR for the Project requires that the project provide adequate on-street and off-street bicycle facilities, including a 10-foot wide off-street bikeway (Class I) in the open space buffer areas; 5-6 foot wide on-street bicycle lanes (Class II) within the community; as well as on-site bicycle parking that conforms to City standards in commercial areas of the Project. On-site facilities include Class I bicycle lockers, Class II bicycle racks etc. in commercial areas of the Project at a ratio of one bicycle storage space for every 20 off-street vehicle parking spaces required, at a ratio of 50 percent Class I and 50 percent Class II.

As shown on the Bikeway Master Plan Exhibit for the Proposed Project (attached), Class II on-street bike lanes would be provided on several the project streets. All streets would be designed to accommodate Class III bike travel. Class I off-street bike trails would be provided in open space areas within the eastern and southern open space buffers.

Checklist Item (Check the appropriate box, and provide explanation for your answer).	Yes	No
5. For residential projects of 10 or more units, commercial projects greater than 25,000 square feet, or industrial projects greater than 100,000 square feet, would the project include on-site renewable energy systems (e.g., photovoltaic systems) that would generate at least a minimum of 15% of the project's total energy demand on-site? (CAP Actions: 3.4.1 and 3.4.2)	X	

Please explain how the proposed project meets this requirement. If "not applicable" (NA), explain why this was not required. If project does not meet requirements, see DIRECTIONS FOR FILLING OUT CAP CONSISTENCY REVIEW CHECKLIST re: alternatives to meeting checklist requirements.

The Greenbriar project's total annual electricity demand was calculated using CalEEMod for all land uses and associated units. Total mitigated electricity demand would be approximately 25,791,739 kilowatt hours (kWh). To generate 15 percent of this demand (3,868,761 kWh) per year through on-site solar systems, approximately 2,390 kW of solar PV generating capacity would be required.

The Proposed Project would need to either comply with the provision of 2,390 kW of solar PV on-site, utilizing SMUD's SolarSmart Homes program; or would agree as a condition of approval to offset the equivalent on-site renewable energy demand through a pre-paid Greenergy agreement with the Sacramento Municipal Utility District (SMUD) sufficient to offset at least 15 percent of total electricity demand (3,868,761 kWh/year) for a period of 25 years.

The Proposed Project would therefore be consistent with CAP Actions 3.4.1 and 3.4.2.

Attach a copy of the CalEEMod input and output. Record the model and version here (CalEEMod Version 2016.3.1). Do NOT select the "use historical" box in CalEEMod for energy demand analysis related to this requirement.

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Checklist Item (Check the appropriate box, and provide explanation for your answer).	Yes	No
6. Would the project (if constructed on or after January 1, 2014) comply with minimum CALGreen Tier I water efficiency standards?	X	

Please explain how the proposed project meets this requirement. If "not applicable" (NA), explain why this was not required.

Specific CALGreen Tier 1 water efficiency measures were assumed to apply to new development in the Climate Action Plan Technical Appendix (page E-29) as follows:

- Nonresidential: 30 percent improvement in indoor water efficiency (compared to 2008 Plumbing Code baseline); and outdoor potable water use reduction to a quantity that does not exceed 60 percent of the reference evapotranspiration rate (ETo) times the landscape area plus one voluntary outdoor water efficiency and conservation measure as listed in the CALGreen Nonresidential Voluntary Measures.
- Residential: 20 percent improvement in indoor water efficiency (compared to 2008 Plumbing Code baseline; per CALGreen Mandatory Measures), and kitchen faucets shall have a maximum flow rate of no greater than 1.5 gallons per minute; and outdoor potable water use reduction to a quantity that does not exceed 65 percent of ETo times the landscape area plus two voluntary outdoor water efficiency and conservation measures as listed in the CALGreen Residential Voluntary Measures.

The Proposed Project would comply with the above-referenced CALGreen Tier 1 Water Efficiency Measures as a condition of approval, and would therefore be consistent with the CAP Action 5.1.1.

Certification

I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best of my ability and that the facts, statements and information presented are true and correct to the best of my knowledge and belief.

Signature: _____ Date: _____

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