Final Version

McClellan Heights and Parker Homes Land Use and Infrastructure Plan Final EIR and Mitigation monitoring Program

SCH# 2006062009

City of Sacramento and the Sacramento Housing and Redevelopment Agency (SHRA)

September 7, 2007

D C E

DESIGN, COMMUNITY & ENVIRONMENT

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1 INTRODUCTION

This document is the Final Environmental Impact Report (Final EIR) for the *McClellan Heights and Parker Homes Land Use and Infrastructure Plan*. The Draft EIR was circulated for a 45-day public review period on May 30, 2007, and included a description of the proposed project, an assessment of the likely environmental impacts associated with the project, and a list of proposed mitigation measures to reduce potentially significant impacts. This Final EIR responds to comments on the Draft EIR, and contains revisions to the Draft EIR necessary to respond to those comments.

This Final EIR includes an introduction, a project summary reproduced from the Draft EIR and revised for this Final EIR, revisions to the text of the Draft EIR, a list of commentors, reproductions of the comments received on the Draft EIR, and individual responses to each comment.

This document, together with the Draft EIR, will constitute the full EIR for the *McClellan Heights and Parker Homes Land Use and Infrastructure Plan* when the City of Sacramento certifies it as complete and adequate under the California Environmental Quality Act (CEQA).

A. Project Overview

The *McClellan Heights and Parker Homes Land Use and Infrastructure Plan* covers a 306-acre area in northeast Sacramento. The project includes adoption of a proposed amendment to the City of Sacramento General Plan and changes to zoning designations that would ensure consistency between documents. The project sponsor for the Plan is the Sacramento Housing and Redevelopment Agency (SHRA). The lead agency is the City of Sacramento Planning Department.

The Plan Area is located west of and adjacent to the former McClellan Air Force Base (AFB)/Watt Avenue Redevelopment Area and is comprised of two residential communities, the Parker Homes and McClellan Heights neighborhoods. The Plan Area falls entirely within Sacramento's city limits and is generally bounded by Interstate 80 to the south, Bell Avenue to the north, the former McClellan AFB to the east and Raley Boulevard/Marysville Boulevard to the west. A small 13-acre portion of the Parker Homes neighborhood lies south of Interstate 80, between Marysville Boulevard to the west and North Avenue to the south.

The following objectives would be achieved through implementation of the Plan:

- Enhance and strengthen McClellan Heights' and Parker Homes' identities as residential neighborhoods with high-quality, safe housing that has access to neighborhood-serving retail, parks and other amenities to meet community needs.
- Promote the availability of a variety of housing types at varying densities and levels of affordability.
- Provide opportunities to improve existing housing stock to the extent feasible.
- Promote economic change in the community while minimizing displacement, relocation and gentrification.
- Build streets that are attractive, safe and pedestrian-friendly.
- Facilitate access to local amenities and improve connections throughout the Plan Area.
- Build infrastructure to meet the needs of existing and future development that is funded in a way that allows for the most advantageous implementation and capitalizes on funding opportunities.

B. Environmental Review Process

This Final EIR has been prepared to respond to comments received on the Draft EIR and to clarify any errors, omissions or misinterpretation of the discussion of findings in the Draft EIR. The Draft EIR was made available for public review on May 30, 2007. It was distributed to local and State agencies and the general public was advised of the availability of the Draft EIR through public notice posted by the City of Sacramento, as required by law. The public review period ended on July 13, 2007.

Copies of all written comments received on the Draft EIR are contained in this report.

C. Report Organization

This Final EIR consists of the following chapters:

- **Chapter 1: Introduction.** This chapter discusses the use and organization of this Final EIR.
- **Chapter 2: Report Summary.** This chapter is a summary of the findings of the Draft and Final EIR. It has been reprinted from the Draft EIR, and includes any changes made in this Final EIR shown with ~~strikethrough~~ and double-underline. Double-underlined text represents language that has been added to the EIR; text with strikethrough has been deleted from the EIR.
- **Chapter 3: Revisions to the Draft EIR.** This chapter contains corrections based on comments received on the Draft EIR. Double-underlined text represents language that has been added to the EIR; text with strikethrough has been deleted from the EIR.

- **Chapter 4: List of Commentors.** This chapter lists names of agencies and individuals who commented on the Draft EIR.
- **Chapter 5: Comments and Responses.** This chapter contains reproductions of the comment letters received during the public review period for the Draft EIR and responses to these comments. The responses are keyed to the comments that precede them by a number in the left margin of the text.
- **Chapter 6: Mitigation Monitoring Program.** This chapter contains a table of mitigation measures, responsible parties, timing and other information.

2 REPORT SUMMARY

This chapter presents an overview of the analysis contained in Chapter 4: Environmental Evaluation of the Draft EIR. It also summarizes the analysis of alternatives to the project and cumulative significant impacts discussed in Chapters 5 and 6 of the Draft EIR, respectively. CEQA requires that this chapter summarize the following: 1) areas of controversy; 2) significant impacts; 3) unavoidable significant impacts; 4) implementation of mitigation measures; and 5) alternatives to the project.

A. Project Under Review

The Draft EIR provided an assessment of the potential environmental consequences of adoption of the *McClellan Heights/Parker Homes Land Use and Infrastructure Plan* (henceforth "the Plan"). The Plan is intended to serve as the principal policy document for guiding future development in the Plan Area. It includes goals, policies, improvement recommendations and implementing actions regarding land use, housing and circulation and utility infrastructure, which have been designed to implement the City's and the community's vision for the Plan Area. The policies and actions are intended to be used by the City to guide day-to-day decision-making so there is continuing progress toward the attainment of the Plan's goals. The Plan proposes land use designations that would implement the overall goals of the Plan. More detail is provided in Chapter 3 of the Draft EIR, Project Description.

B. Areas of Controversy

The Plan is largely self-mitigating with regard to environmental impacts. However, there has been controversy in the past regarding several issues:

- The availability of circulation and utility infrastructure, in particular sewer and drainage facilities, to address existing deficiencies and to support new development.
- The location and type of growth with regard to noise issues.
- Traffic impacts of proposed development.
- The proposed restriction on residential development within the 60 CNEL[1] McClellan Airport noise exposure contour proposed by Sacramento County and under consideration by the Airport Land Use Commission (ALUC).

All of these issues are addressed in the Plan. To the extent that these issues have environmental impacts, they are also addressed in this EIR.

[1] Community Noise Equivalent Level (CNEL). The energy average of the A-weighted sound levels occurring during a 24-hour period with 5 dB added to the A-weighted sound levels occurring during the period from 7:00 p.m. to 10:00 p.m., and 10 dB added to the A-weighted sound levels occurring during the period from 10:00 p.m. to 7:00 a.m. L_{dn} and CNEL values rarely differ by more than 1 dB. As a matter of practice, L_{dn} and CNEL values are considered equivalent and are treated as such in this section. In general, human sound perception is such that a change in sound level of 3 dB is just noticeable; a change of 5 dB is clearly noticeable; and a change of 10 dB is perceived as doubling or halving the sound level.

C. Significant Impacts

Under CEQA, a significant impact on the environment is defined as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic and aesthetic significance. In this instance, the "project" is the Plan itself. Future, specific development proposals would be subject to separate environmental review under CEQA and the City of Sacramento's environmental guidelines.

Implementation of the Plan has the potential to generate environmental impacts in a number of areas that could be significant. These topic areas are:

- Air Quality
- Biological Resources
- Noise
- Transportation and Circulation
- Utilities and Service Systems

Some of the impacts can be reduced to a less-than-significant level with mitigation measures, while others are anticipated to produce significant unavoidable impacts. Each are discussed in the following two sections and summarized in Table 2-1 at the end of this chapter.

D. Mitigation Measures

The Draft EIR suggested specific mitigation measures that would reduce 5 of the impacts in the topic areas identified above to a *less-than-significant* level. Topic areas where impacts are mitigated to a less-than-significant level are:

- Air Quality
- Biological Resources
- Noise
- Transportation and Circulation
- Utilities and Service Systems

The mitigation measures in the DEIR will form the basis of a Mitigation Monitoring Program to be implemented in accordance with State law.

E. Significant Unavoidable Impacts

The Plan would have three significant and unavoidable impacts, listed below. These impacts are discussed further in Section 4.2, Air Quality and Section 4.8, Noise of the Draft EIR.

- **Impact AIR-3**: Implementation of the Plan could result in significant health risks resulting from exposure of new sensitive receptors to aircraft and vehicular emissions.
- **Impact AIR-6**: Because emissions of ozone precursors and PM_{10} associated with buildout of the Plan are greater than emissions associated with the existing General Plan, impacts associated with

these emissions would be considered to be *cumulatively significant*. Despite the implementation of Mitigation Measures AIR-1a and AIR-1b that would help to reduce such emissions, there is no mitigation available to reduce these emissions to below the SMAQMD's threshold levels.

- **Impact NOISE-1:** Exposure of new residences to traffic noise exceeding 60 L_{dn} or interior noise exceeding 45 L_{dn}, and instantaneous maximum noise of 50 dBA in bedrooms, and 55 dBA in other habitable rooms.

F. Alternatives to the Project

The Draft EIR analyzed alternatives to the Plan, which are described in Chapter 5 of the Draft EIR:

- **Alternative 1: The No Project Alternative.** The Plan would not be adopted and the existing General Plan land use designations and zoning for the Plan Area would remain in effect.
- **Alternative 2: Remain as Industrial on Selected Areas on Bell Avenue and Winters Street.** Under this alternative, existing General Plan land use designations and zoning would both remain designated as "Industrial" in the areas along Bell Avenue and Winters, as shown in Figure 5-1.[2] Land use designations for the remainder of the Plan Area would be the same as those proposed in the Plan.
- **Alternative 3: Commercial on Selected Areas on Bell Avenue and Winters Street.** Under this alternative, the General Plan land use designation and zoning for areas along Bell Avenue and Win-

[2] Figure 5-1 is included on page 2.8 of this report.

ters Street would be changed from industrial to a Limited Commercial zoning designation (this corresponds to the Community/Neighborhood Commercial Offices General Plan land use designation), as shown in Figure 5-2.[3] Land use designations for the remainder of the Plan Area would be the same as those proposed in the Plan.

Alternatives 1 and 2 have the fewest environmental consequences. However, none of alternatives are substantially better than the Plan with regard to any particular environmental factor since none of the alternatives resulted in a reduction of any significant and unavoidable impacts associated with the Plan. The differences in environmental impacts between the Plan and the alternatives were relatively minor. Moreover, the Plan would best satisfy the project objectives, which include strengthening the identity of McClellan Heights and Parker Homes as residential neighborhoods with a range of high-quality and safe housing that has access to neighborhood-serving retail, parks and other amenities to meet community needs.

G. Summary Table

Table 2-1 presents a summary of impacts and mitigation measures identified in this report. It is organized to correspond with the environmental issues discussed in Chapter 4 of the Draft EIR.

The table is arranged in four columns: 1) mitigation measures; 2) significance prior to mitigation; 3) mitigation measures; and 4) significance after mitigation. For a complete description of potential impacts

[3] Figure 5-2 is included on page 2.9 of this report.

and suggested mitigation measures, please refer to the specific discussions in Chapter 4 of the Draft EIR. This summary does not detail the timing of mitigation measures; this is further detailed in the mitigation monitoring program.

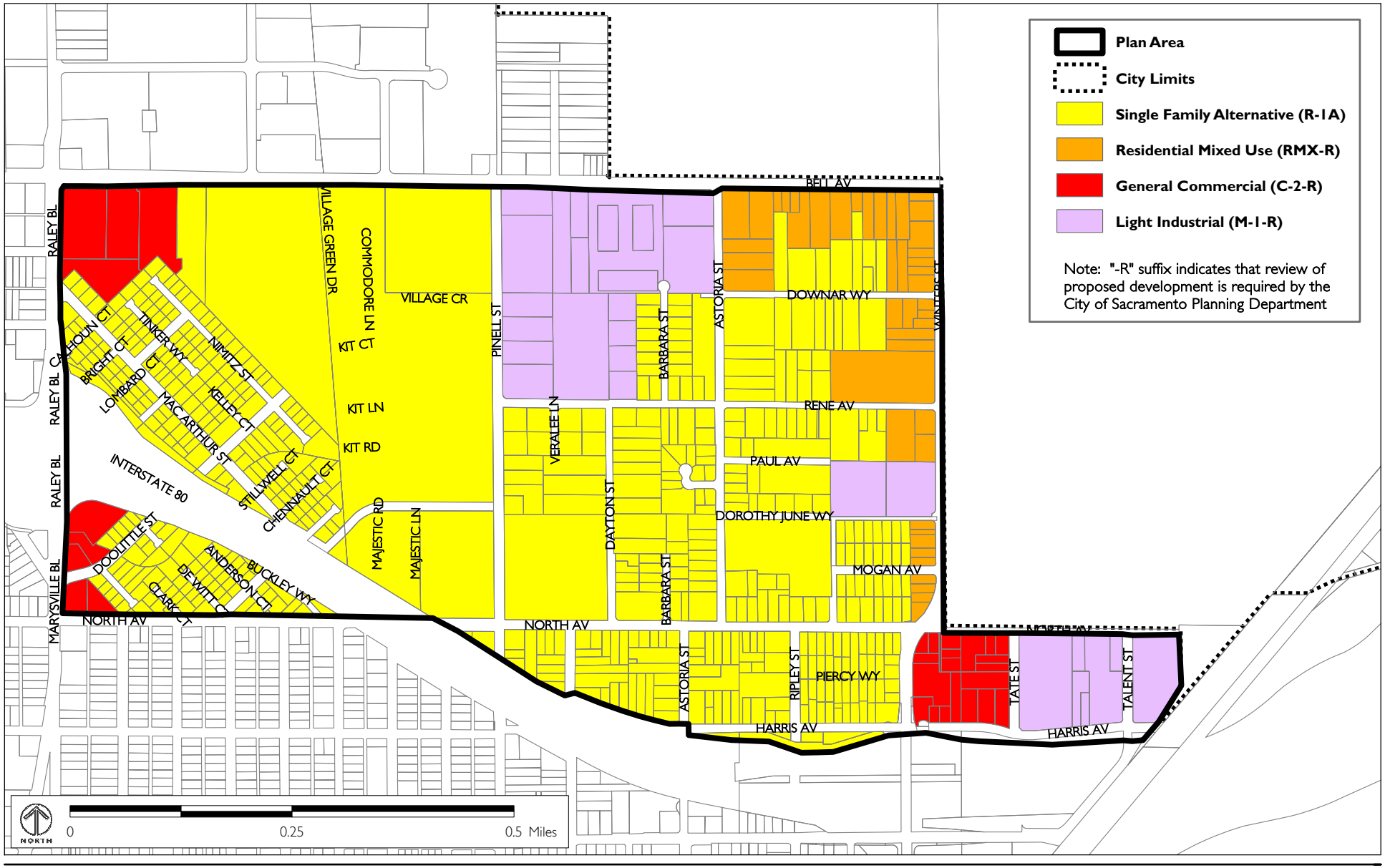

FIGURE 5-1

ALTERNATIVE 2: REMAIN AS INDUSTRIAL ON BELL AVENUE AND WINTERS STREET

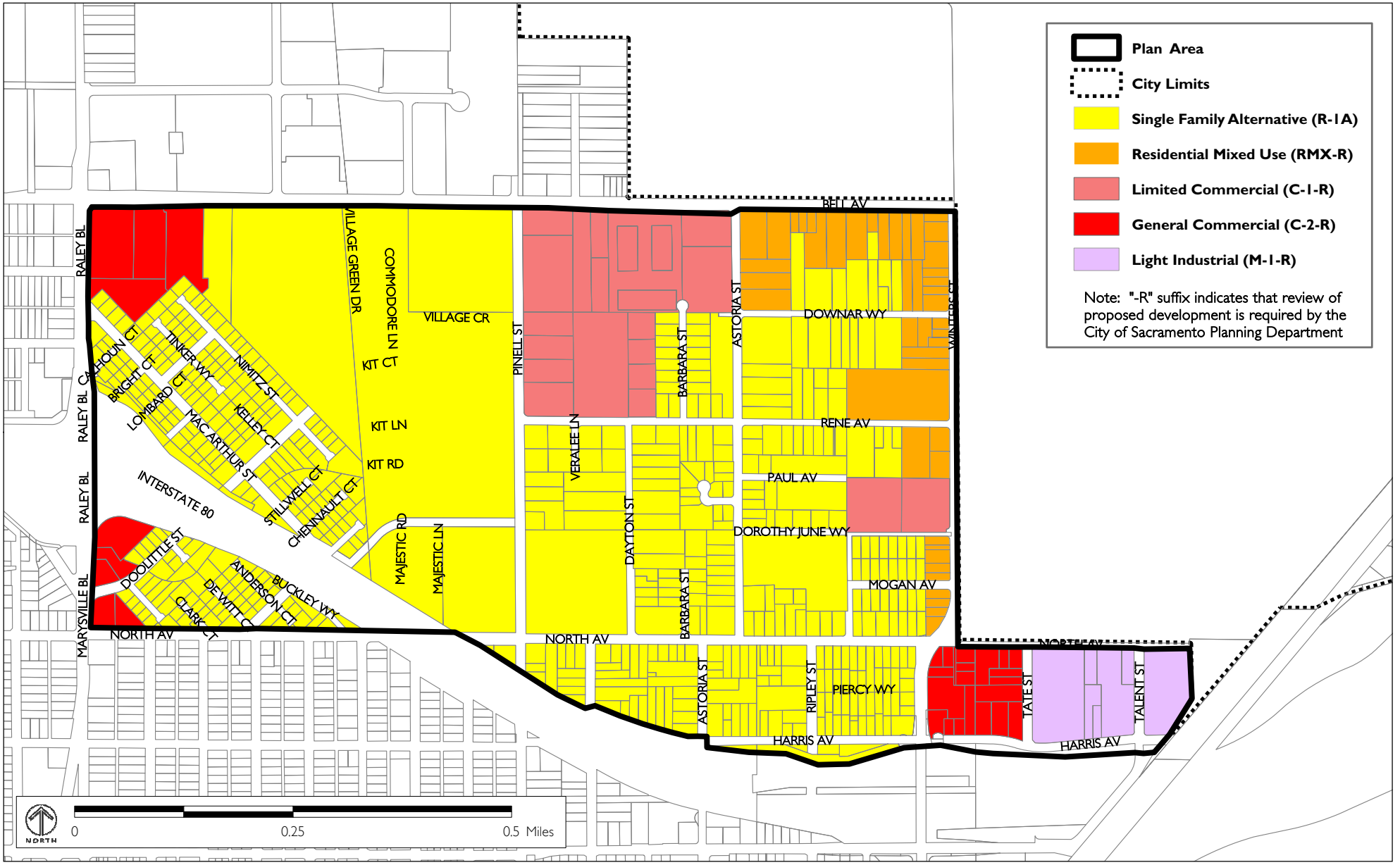

FIGURE 5-2

ALTERNATIVE 3: LIMITED COMMERCIAL ON BELL AVENUE AND WINTERS STREET

TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
AESTHETICS			
No impacts were identified for aesthetics, thus no mitigation measures are required.			
AIR QUALITY			
AIR-1: Operational emissions associated with implementation of the Plan are below the SMAQMD's threshold levels. As indicated in Table 4.2-6, the predominant sources of operational emissions are from hearths (fireplaces and wood stoves), consumer products, architectural coatings, and mobile sources (i.e. vehicles trips associated with Plan Area land uses). The SMAQMD recommends the following mitigation measures to further reduce operational impacts.	S	AIR-1a: Install clean technology wood-burning devices. All installed burning devices shall be an EPA/DOE Energy Star labeled gas fireplaces. No wood burning fireplaces or wood stoves shall be allowed.	LTS
		AIR-1b Implement additional innovative measures to reduce operational air quality impacts. There are a number of measures the SMAQMD recommends that can be incorporated into the design/operation of land uses in the Plan Area to provide additional reductions in the overall level of emissions. These measures include, but are not limited to, the measures identified in Table 4.2-10. (Note: some of the measures may already exist as City of Sacramento development standards. Any measures selected should be implemented to the fullest extent possible.)	
AIR-2: Construction activities could generate PM_{10} emissions in excess of SMAQMD threshold levels.	S	AIR-2: Implement PM_{10} control measures. All construction documents shall ensure that the following measures are implemented during all phases of construction and demolition activities for development in the Plan Area. ♦ No more than 15 acres of the Plan site shall be graded in any one day.	LTS

LTS = Less Than Significant S = Significant SU = Significant Unavoidable Impact

TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
AIR-2 *continued*		♦ Demolition contractors shall ensure that all exterior surfaces of buildings are wetted during building demolition activities. The material from any building demolition shall be completely wetted during any period when the material is being disturbed, such as during the removal from the construction site. ♦ All piles of demolished material shall be wetted and covered until removed from the site. ♦ Maintain 2 feet of freeboard space on haul trucks. ♦ All operations shall expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. The use of dry brushes is expressly prohibited. ♦ Wheel washers for exiting trucks shall be installed or the wheels of all trucks and equipment leaving the site shall be washed off. ♦ Water all exposed soil with sufficient frequency as to maintain soil moistness.	
AIR-3: Implementation of the Plan could result in significant health risks resulting from exposure of new sensitive receptors to aircraft and vehicular emissions.	S	AIR-3a: Site future sensitive receptors as far as possible from major roads and McClellan Field. Such receptors should be sited in accordance with the SMAQMD's *Recommended Protocol for Evaluating the Location of Sensitive Land Uses Adjacent to Major Roadways*, and as far as possible from McClellan Field.	SU

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TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
AIR-4: Construction activities could generate NOx emissions in excess of SMAQMD threshold levels.	S	AIR-4a: Reduce NOx emissions from off-road diesel-powered equipment. Construction plans for future developments in the Plan Area shall provide a plan, for approval by the lead agency and SMAQMD, demonstrating that the heavy-duty (>50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project-wide fleet average 20 percent NOx reduction and 45 percent particulate reduction compared to the most recent ARB fleet average at time of construction. A comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the construction project, shall be submitted to the lead agency and SMAQMD. The inventory shall include the horsepower rating, engine production year, and projected hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the construction project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the appropriate representative shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman.	LTS
		AIR-4b: Equip construction equipment with a Level 3 California Air Resources Board-verified diesel emission control system. The following measure shall be incorporated into construction documents as recommended by the SMAQMD: All applicable pieces (at least one piece) of diesel equipment used on a	

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TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
		construction site during the demolition, earthmoving, and clearing stages of construction shall be fitted with a level 3 California Air Resources Board-	
AIR-4 *continued*		verified diesel emission control system. Prior to the issuance of a demolition or grading permit, the construction contractor and/or applicant shall submit to SMAQMD and City of Sacramento a certified list of the non-road diesel powered construction equipment that will be retrofitted with emission control devices. For each non-road diesel powered piece of construction equipment that will *not* be retrofitted, the construction representative shall provide an explanation detailing why such measures are not employed. The list shall include: (1) the equipment number, type, make, and contractor/sub-contractor name; and (2) the emission control device make, model and EPA or CARB verification number. If any diesel powered non-road construction equipment is found to be in non-compliance with this specification, the contractor will be issued a Notice of Non-Compliance and given a 24-hour period in which to bring the equipment into compliance or remove it from the project.	
		AIR-4c: Control visible emissions from off-road diesel-powered equipment. Construction documents for future developments in the Plan Area shall ensure that emissions from all off-road diesel-powered equipment used on the construction site do not exceed 40 percent opacity for more than 3 minutes in any 1 hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the lead agency and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted	

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TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
		throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs.	
AIR-4 *continued*		The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. The SMAQMD and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this section shall supersede other SMAQMD or State rules or regulations.	
		AIR-4d Contribute off-site mitigation fees to the SMAQMD. If control measures contained in Mitigation Measures AIR-4a through AIR-4c are not sufficient to reduce mitigated construction emissions below SMAQMD threshold levels, as shown in Table 4.2-4, future construction representatives shall ensure that off-site mitigation fees are paid to the SMAQMD for construction-related NOx emissions in excess of the SMAQMD's NOx threshold.	
AIR-5: Construction activities would generate emissions of diesel particulate matter, which has been identified as a TAC by the ARB. Although this impact is considered *less than significant* due to the temporary nature of construction activities, Mitigation Measures AIR-4a through AIR-4d, which are designed to address other impacts, would further reduce construction emissions and minimize this impact.	LTS	AIR-5a: Reduce NOx emissions from off-road, diesel-powered equipment (see Mitigation Measure AIR-4a).	LTS
		AIR-5b: Equip construction equipment with a Level 3 California Air Resources Board-verified diesel emission control system (see Mitigation Measure AIR-4b).	
		AIR-5c: Control visible emissions from off-road, diesel-powered equipment (see Mitigation Measure AIR-4c).	
AIR-6: Because emissions of ozone precursors and	SU		SU

LTS = Less Than Significant S = Significant SU = Significant Unavoidable Impact

TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
PM_{10} associated with buildout of the Plan are greater than emissions associated with the existing General Plan, impacts associated with these emissions would be considered to be *cumulatively significant*. Despite the implementation of Mitigation Measures AIR-1a and AIR-1b that would help to reduce such emissions, there is no mitigation available to reduce these emissions to below the SMAQMD's threshold levels.			
BIOLOGICAL RESOURCES			
BIO-1: Potential loss of seasonal wetlands and associated habitat for federally listed invertebrates.	S	BIO-1a: Retain biologists to conduct baseline biological surveys. (Note that this mitigation measure is applicable to all impacts identified in this section. Reference is therefore made to this measure in the discussion of IMPACT BIO-2 through IMPACT BIO-7.) Future development proponents shall retain a qualified biologist to conduct baseline biological surveys on undeveloped lands within the Plan Area. Once the preliminary development plans are available and property access has been obtained, the biologist would conduct baseline surveys to document the presence or absence of the following resources and support future permitting efforts: special-status wildlife species (as identified in Table 4.3-2), waters of the United States (including wetlands), non-special status nesting raptors and	LTS
BIO-1 *continued*		migratory birds species, and heritage trees that are subject to the City's tree ordinance. As part of this measure, the biologist shall coordinate with the appropriate	

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TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
		resource agencies (e.g. DFG, USFWS, and USACE) to determine the appropriate level of survey and the timing for the surveys. Biological resources documented on the undeveloped parcels shall be provided to development proponents in a letter report and shall be used to support proposed development plans and State and federal permit acquisition. If sensitive biological resources are located during the field surveys, the appropriate mitigation measures would be implemented to avoid, minimize, or compensative for *potentially significant* impacts (these specific mitigation measures are described below for each resource-specific impact).	
		BIO-1b: Obtain and implement conditions of federal permits for impacts on jurisdictional wetlands. If the USACE determines that the seasonal wetlands are not isolated and therefore are jurisdictional, future development proponents shall obtain the appropriate state and federal necessary permits to conduct activities in waters of the United States (jurisdictional wetlands) before finalized construction of any of the infill development associated with public and private development within the Plan Area. Discharge of fill into jurisdictional wetlands will require a Section 404 permit from the Corps and Section 401 certification from the Regional Water Quality Control Board (RWQCB). All conditions that are attached to the State and federal permits shall be implemented. The conditions shall be clearly identified in the construction plans and specifications and monitored during and after construction to ensure compliance.	

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TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
BIO-1 *continued*		If the USACE determines that the wetlands are not jurisdictional, then the development proponent shall consult directly with the USFWS, prepare an HCP, and obtain authorization for the proposed development under Section 10 of the federal ESA.	
		BIO-1c: If the seasonal wetlands are determined to support habitat for federally listed invertebrates, future development proponents shall compensate for direct and indirect impacts to potential habitat for federally listed vernal pool fairy shrimp and tadpole shrimp. The development proponent shall preserve and create additional habitat for these species using USFWS-approved compensation ratios as described below. ♦ Future development proponents shall preserve suitable habitat at a ratio of 2:1 (2 acres preserved for every 1 acre of habitat directly or indirectly affected). Preservation credits must be acquired from an USFWS-approved mitigation bank or conservation area. ♦ Future development proponents shall create suitable habitat at a 1:1 ratio (1 acre created for every acre of habitat directly affected). Creation credits must be acquired from an USFWS-approved mitigation bank or conservation area. Final compensation requirements and mitigation ratios for the Plan would be determined through consultation with the USFWS. The exact cost to purchase preservation and creation credits for development-related impacts would be determined at the time of purchase. Mitigation credits shall be purchased and/or a conservation area and management plan would be established prior to any ground disturbing activities, including grading, within the Plan Area.	

LTS = Less Than Significant S = Significant SU = Significant Unavoidable Impact

TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
BIO-2: Loss or disturbance of Western spadefoot toad habitat.	S	BIO-2a: Retain biologists to conduct baseline biological surveys, as described in Mitigation Measure 1a.	LTS
		BIO-2b: Obtain and implement conditions of federal permits for impacts on jurisdictional wetlands.	
BIO-3: Potential loss or disturbance of habitat for Valley elderberry longhorn beetle.	S	BIO-3a: Retain biologists to conduct baseline biological surveys, as described in Mitigation Measure 1a.	LTS
		BIO-3b: Avoid the elderberry shrub by establishing a minimum 20-foot-wide buffer around the elderberry shrub that occurs adjacent to the work zone. If elderberry shrubs that provide potential habitat for VELB (shrubs with stems 1 inch or greater in diameter) are located within the Plan Area and could be affected by proposed development activities, the project applicant shall determine if the shrub(s) can be avoided. If the shrub can be avoided, the project applicant shall require that the shrub be protected during construction by establishing a 20-foot-wide buffer and fencing around the elderberry shrub. This fencing is intended to prevent encroachment by construction vehicles and personnel. No construction activity, including grading, shall be allowed until this condition is satisfied. No grading, clearing, storage of equipment or machinery, or other disturbance or activity may occur until a representative of the City has inspected and approved all temporary construction fencing. The fencing and a note reflecting this condition shall be shown on the construction specifications.	

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TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
BIO-3 *continued*		BIO-3c: Transplant elderberry shrubs that occur within the Plan Area and would be directly affected (removed) by a proposed development. If the habitat for VELB cannot be avoided (as described in Mitigation Measure BIO-3b, the development proponent shall evaluate whether or not transplantation of the shrub(s) is feasible. As part of this measure (and either the Section 7 or Section 10 permit from the USFWS), the project applicant shall ensure that any elderberry shrub that shall be directly affected (removed) by construction activities is transplanted to a USFWS-approved conservation area or mitigation bank in accordance with the USFWS Conservation Guidelines. The closest USFWS-approved mitigation site is the Wildlands, Inc. River Ranch Conservation Bank located in Yolo County. The elderberry shrub shall be transplanted when it is dormant (after it loses its leaves) in the period starting approximately in November and ending in the first two weeks of February. A qualified specialist familiar with elderberry shrub transplantation procedures shall supervise the transplanting. The location of the conservation area transplantation site shall be approved by USFWS before removal of the elderberry shrub. The transplanting procedure entails the following steps: ♦ The affected shrub shall be cut back 3 to 6 feet above the ground or up to 50 percent of its height, whichever is greater. ♦ The shrub shall be removed using suitable equipment, taking as much of the root system as possible, wrapping the root ball in burlap and securing it with wire, and dampening the burlap with water to keep the roots wet.	

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TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
BIO-3 *continued*		♦ The shrub shall be replanted immediately at the mitigation site in holes of adequate size with the root ball planted so that its top is level with the existing ground. The soil will be compacted around the roots. The planting area must be at least 1,800 square feet. ♦ The shrub shall have its own water retention basin measuring 3 feet in diameter with a continuous berm measuring approximately 8 inches wide at the base and 6 inches high. The soil around the shrubs shall be saturated with water. The shrubs should be monitored and watered accordingly.	
		BIO-3d: As part of the Biological Opinion (Section 7) or HCP (Section 10), private developer shall compensate for direct impacts (i.e. transplanting of one elderberry shrub) on all elderberry stems measuring 1 inch or more at ground level (i.e. VELB habitat). Compensation shall include replacement plantings of elderberry seedlings or cuttings and associated native plantings in a USFWS-approved conservation area or mitigation bank, at a ratio between 1:1 and 8:1 (ratio of new plantings to affected stems), depending on the diameter of the stem at ground level, the presence or absence of exit holes, and whether the shrub is located in riparian habitat. Compensation for VELB habitat shall include either establishing a USFWS-approved VELB conservation area or purchasing VELB credits at a USFWS-approved mitigation bank. As stated above, the closest USFWS-approved mitigation site is the Wildlands, Inc., River Ranch Conservation Bank located in Yolo County. The exact cost to establish a mitigation site at the approved mitigation site shall be determined at the time of purchase. The final amount and final location of this mitigation shall be determined through consultation	

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TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
		with the USFWS and will be outlined in the Biological Opinion or HCP.	
BIO-4: Potential loss of Swainson's hawk foraging habitat and disturbance of potentially nesting Swainson's hawk.	S	BIO-4a: Retain biologists to conduct baseline biological surveys, as described in Mitigation Measure 1a.	LTS
		BIO-4b: If construction is scheduled to occur during the Swainson's hawk breeding season (generally March 1 through August 15), the project applicant shall retain a qualified wildlife biologist to conduct preconstruction surveys for nesting Swainson's hawks. If no Swainson's hawks are found nesting within the areas surveyed, then no further nest-site protection mitigation is required. If Swainson's hawks are found nesting on or adjacent to the construction site, DFG shall be consulted to determine if a no-disturbance buffer would be required until after the young have fledged (as determined by a qualified wildlife biologist). Impact avoidance measures shall be conducted pursuant to DFG's 1994 staff report.	
		BIO-4c: If the biologist determines that there is suitable foraging habitat within the undeveloped lots in the Plan Area (as part of Mitigation Measure BIO-1a), future development proponents shall implement the recommendations described in the report published by DFG in 1994. This report recommends mitigation for the removal of suitable Swainson's hawk foraging habitat, at a ratio determined by the distance to the nearest active nest. The mitigation shall be accomplished either by developing a project-specific mitigation agreement that would be submitted to CDFG for approval or by purchasing Swainson's hawk mitigation credits at a DFG-approved mitigation bank.	

LTS = Less Than Significant S = Significant SU = Significant Unavoidable Impact

TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
BIO-5: Loss of potential Western burrowing owl foraging and nesting habitat.	S	BIO-5a: Retain biologists to conduct baseline biological surveys, as described in Mitigation Measure 1a.	LTS

LTS = Less Than Significant S = Significant SU = Significant Unavoidable Impact

TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
BIO-5 *continued*		BIO-5b: Implement the California Department of Fish and Game guidelines for burrowing owl mitigation. If active burrowing owls are detected during the biological baseline surveys (described as part of Mitigation Measure BIO-1a), the following measures shall be implemented by the development proponent. ♦ Occupied burrows shall not be disturbed during the nesting season (February 1–August 31). ♦ When destruction of occupied burrows is unavoidable outside the nesting season (September 1-January 31), unsuitable burrows shall be enhanced (enlarged or cleared of debris) or new burrows created (installing artificial burrows) at a ratio of 2:1 on protected lands approved by DFG. Newly created burrows shall follow guidelines established by DFG. If owls must be moved away from the project construction areas, passive relocation techniques (e.g. installing one-way doors at burrow entrances) shall be used instead of trapping. At least one week will be necessary to accomplish passive relocation and allow owls to acclimate to alternate burrows. If active burrowing owl burrows are found and the owls must be relocated, the development proponent shall offset the loss of foraging and burrow habitat in the project construction area(s) by acquiring and permanently protecting a minimum of 6.5 acres of foraging habitat per occupied burrow identified in the project construction area(s). The protected lands should be located adjacent to the occupied burrowing owl habitat in the project construction area or at another occupied site near the project construction area. The location of the protected lands shall be determined in coordination with DFG.	

LTS = Less Than Significant S = Significant SU = Significant Unavoidable Impact

TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
BIO-5 *continued*		The development proponent shall also prepare a monitoring plan, and provide long-term management and monitoring of the protected lands. The monitoring plan shall specify success criteria, identify remedial measures, and require an annual report to be submitted to DFG. If avoidance is the preferred method of dealing with potential impacts, no disturbance shall occur within 160 feet of occupied burrows during the nonbreeding season (September 1–January 31) or within 250 feet during the breeding season. Avoidance also requires that at least 6.5 acres of foraging habitat (calculated based on an approximately 300-foot foraging radius around an occupied burrow), contiguous with occupied burrow sites, be permanently preserved for each pair of breeding burrowing owls or single unpaired resident bird. The configuration of the protected site shall be submitted to DFG for approval.	
BIO-6: Potential loss or disturbance of nesting habitat for white-tailed kite, northern harrier, loggerhead shrike, and non-special-status migratory birds and raptors.	S	BIO-6a: Retain biologists to conduct baseline biological surveys, as described in Mitigation Measure 1a.	LTS
		BIO-6b: Avoid disturbance of tree-, shrub- or ground-nesting white-tailed kite, Northern harrier, loggerhead shrike, and non-special-status migratory birds and raptors. The private developer shall implement one of the following measures, depending on the specific construction timeframes within the undeveloped areas of the Plan Area, to avoid disturbance of tree-, shrub- or ground-nesting white-tailed kites, northern harriers, loggerhead shrikes, and non-special-status migratory birds and raptors.	

LTS = Less Than Significant S = Significant SU = Significant Unavoidable Impact

TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
BIO-6 continued		♦ If construction activities are scheduled to occur during the breeding season for these species (generally between March 1 and August 15), a qualified wildlife biologist shall be retained to conduct the following focused nesting surveys within the appropriate habitat. ♦ Tree- and shrub-nesting surveys shall be conducted in riparian and oak woodland habitats within or adjacent to the construction area to look for white-tailed kite, loggerhead shrike, and other non-special-status migratory birds and raptors. ♦ Ground-nesting surveys shall be conducted in non-native annual grasslands for northern harrier and other non-special-status migratory birds. ♦ The surveys should be conducted within one week before initiation of construction activities and at any time between March 1 and August 15. If no active nests are detected, then no additional mitigation is required. If surveys indicate that migratory bird or raptor nests are found in any areas that would be directly affected by construction activities, a no-disturbance buffer shall be established around the site to avoid disturbance or destruction of the nest site until after the breeding season or after a wildlife biologist determines that the young have fledged (usually late June to mid-July). The extent of these buffers shall be determined by a wildlife biologist, and will depend on the level of noise or construction disturbance, line of sight between the nest and the disturbance, ambient levels of noise and other disturbances, and other topographical or artificial barriers. These factors should be analyzed to make an appropriate decision on buffer distances.	

LTS = Less Than Significant S = Significant SU = Significant Unavoidable Impact

TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
BIO-6 continued		If construction activities begin before the breeding season (i.e. begin between August 16 and February 28) (pre-existing construction), then construction can proceed until it is determined that an active migratory bird or raptor nest would be subject to abandonment as a result of construction activities. Pre-existing construction activities are assumed to be "full force," including site grading and infrastructure development; activities that technically initiate construction but are minor would not be considered full force. Optimally, all necessary vegetation removal should be conducted before the breeding season (generally between March 1 and August 15) so that nesting birds or raptors would not occur in the construction area during construction activities. If any birds or raptors nest in the project vicinity under pre-existing construction conditions, then it is assumed that they are habituated (or will habituate) to the construction activities. Under this scenario, the preconstruction survey described previously should still be conducted on or after March 1 to identify any active nests in the vicinity and active sites should be monitored by a wildlife biologist periodically until after the breeding season or after the young have fledged (usually late June to mid-July). If active nests are identified on or immediately adjacent to a development site, then all nonessential construction activities (e.g. equipment storage and meetings) should be avoided in the immediate vicinity of the nest site, but the remainder of construction activities may proceed.	
BIO-7: Potential removal of heritage trees subject to the City's heritage tree ordinance.	S	BIO-7a: Retain biologists to conduct baseline biological surveys, as described in Mitigation Measure 1a.	LTS

LTS = Less Than Significant S = Significant SU = Significant Unavoidable Impact

TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
BIO-7 *continued*		BIO-7b: Comply with the City's tree ordinance. If any heritage trees are located during the biological baseline surveys (described as part of Mitigation Measure BIO-1a) and could be impacted by the Plan, the development proponent shall comply with the City's tree ordinance requirements. The ordinance states that during construction activity on any property on which a heritage tree is located, unless the express written permission of the director is first obtained, no person shall: ♦ Change the amount of irrigation provided to any heritage tree from that which was provided prior to the commencement of construction activity; ♦ Trench, grade, or pave into the dripline area of a heritage tree; ♦ Change, by more than two (2) feet, grade elevations within thirty (30) feet of the dripline area of a heritage tree; ♦ Park or operate any motor vehicle within the dripline area of any heritage tree; ♦ Place or store any equipment or construction materials within the dripline area of any heritage tree; ♦ Attach any signs, ropes, cables or any other items to any heritage tree; ♦ Cut or trim any branch of a heritage tree for temporary construction purposes; or ♦ Place or allow to flow into or over the dripline area of any heritage tree any oil, fuel, concrete mix or other deleterious substance.	
CULTURAL RESOURCES			

LTS = Less Than Significant S = Significant SU = Significant Unavoidable Impact

TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
No impacts were identified for cultural resources, thus no mitigation measures are required.			
HAZARDOUS MATERIALS AND OTHER HAZARDS			
No impacts were identified for hazardous materials and other hazards, thus no mitigation measures are required.			
HYDROLOGY AND WATER QUALITY			
No impacts were identified for hydrology and water quality, thus no mitigation measures are required.			
LAND USE			
No impacts were identified for land use, thus no mitigation measures are required.			
NOISE			
NOISE-1: Exposure of new residences to traffic noise exceeding 60 L_{dn} or interior noise exceeding 45 L_{dn}, and instantaneous maximum noise of 50 dBA in bedrooms, and 55 dBA in other habitable rooms.	SU	NOISE-1: New residences shall be designed such that interior noise from traffic does not exceed 45 L_{dn} in habitable rooms or an instantaneous maximum of 50 dBA in bedrooms or 55 dBA in habitable rooms. Where feasible, new residences shall be designed such that traffic noise at outdoor use areas does not exceed 60 L_{dn}. Treatments that can be implemented to achieve these performance standards include, but are not limited to the following: ♦ Placement of solid walls, earth berms, or building structures between roadways and outdoor use areas. ♦ Use of acoustically rated doors and windows. ♦ Placement of non-sensitive rooms (laundry rooms, garages, etc) adjacent to roadways.	SU

LTS = Less Than Significant S = Significant SU = Significant Unavoidable Impact

TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
NOISE-1 *continued*		Prior to the issuance of building permits, the applicant must provide to the City a report from a certified acoustical design professional that details how dwelling units within the Plan Area will achieve an interior noise level of less than 45 dB L_{dn} in habitable rooms and interior maximum instantaneous levels of 50 dBA or less in bedrooms and 55 dBA or less in other habitable rooms. The report shall also address how exterior noise will be reduced to 60 L_{dn} or less, where feasible. If reduction of noise to less than 60 L_{dn} is not feasible, the report shall provide a detailed explanation as to why.	
NOISE-2: Exposure of new residences to instantaneous maximum aircraft noise levels exceeding 50 dBA in interior rooms (impact related to developments within 60 CNEL).	S	NOISE-2a: New residences shall be designed such that interior noise from aircraft does not exceed 45 L_{dn} in habitable rooms or instantaneous maximum noise levels of 50 dBA in bedrooms or 55 dBA in habitable rooms. Treatments that can be implemented to achieve this performance standard include, but are not limited to: ♦ Use of acoustically rated doors and windows; and ♦ Use of upgraded acoustical insulation for walls and roofs that may include placement of additional gypsum board or other noise-attenuating materials in walls and roofs.	LTS
		NOISE-2b: Prior to the issuance of building permits, the applicant must provide to the City a report from a certified acoustical design professional that details how dwelling units within the Plan Area will achieve an interior noise level of less than 45 dB Ldn in habitable rooms and interior maximum instantaneous levels of 50 dBA or less in bedrooms and 55 dBA or less in other habitable rooms.	

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TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
NOISE-2 *continued*		NOISE-2c: New residential development within the 60 CNEL McClellan Airport noise exposure contour shall require notification. This may take the form of requiring developments requesting tentative maps or other development approvals to provide formal written disclosures, recorded deed notices, or in the Public Report prepared by the California Department of Real Estate disclosing the fact to prospective buyers that the parcel is located within the 60 CNEL noise contour of the McClellan Airport Planning Policy Area and is subject to periodic excessive noise from aircraft overflights.	
NOISE-3: Exposure of noise sensitive land uses to construction noise that is not in compliance with the City of Sacramento Noise Ordinance.	SU	NOISE-3: Employ the following noise-reducing construction practices and additional time-of-day restrictions: ♦ Construction noise shall be limited as follows: • 55 dBA between the hours from 6:00 p.m. to 10:00 p.m. and 50 dBA between the hours of 10:00 p.m. to 7:00 a.m. Monday through Saturday. • 55 dBA between the hours from 6:00 p.m. to 10:00 p.m. and 7:00 a.m. to 9:00 a.m. and 50 dBA for all other hours on Sunday. ♦ Measures that can be used to limit noise include but are not limited to, the following: • Locating equipment as far as practicable from noise sensitive uses; • Requiring that all construction equipment powered by gasoline or diesel engines have sound-control devices that are at least as effective as those originally provided by the manufacturer and that all equipment be operated and maintained to minimize noise generation; • Prohibiting gasoline or diesel engines from having unmuffled exhaust; • Selecting haul routes that affect the fewest people;	LTS

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TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
NOISE-3 *continued*		• Using noise-reducing enclosures around noise-generating equipment; and • Constructing barriers between noise sources and noise-sensitive land uses or taking advantage of existing barrier features (terrain, structures) to block sound transmission.	
POPULATION, EMPLOYMENT AND HOUSING			
No impacts were identified for population, employment and housing, thus no mitigation measures are required.			
PUBLIC SERVICES			
No impacts were identified for public services, thus no mitigation measures are required.			
SOILS, SEISMICITY AND GEOLOGY			
No impacts were identified for soils, seismicity and geology, thus no mitigation measures are required.			
TRANSPORTATION AND CIRCULATION			
TRAF-1: Winter Street/Interstate 80 Westbound Ramps: Under cumulative traffic conditions this intersection would have an LOS E in both AM and PM peak hours. The addition of the Plan will result in more than five seconds of delay at this location.	S	TRAF-1: Winter Street/Interstate 80 Westbound Ramps: provide a dedicated, southbound right turn lane which will result in one right turn lane and two through lanes on the southbound approach. This mitigation measure could be accomplished by modifying the north leg of the intersection to widen the existing roadway and re-stripe the travel lanes. Implementation of this mitigation measure would result in LOS D (48.4 seconds of delay) in AM peak hour and LOS C (28.1 seconds of delay) in the PM peak hour. Analysis sheets for the "with mitigation scenario" are included in Appendix C.	LTS

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TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
TRAF-1 *continued*		After adopting the Plan, the City will implement the Plan by studying the feasibility and then developing an appropriate funding mechanism and/or including the costs as part of the Capital Improvement Program to provide for the recommended infrastructure improvements.	
TRAF-2: Winter Street/Interstate 80 Eastbound Ramps: Under cumulative traffic conditions this intersection would have a LOS C in both AM and PM peak hours. The addition of the Plan would result in a LOS D in the PM peak hour.	S	TRAF-2: Winter Street/Interstate 80 Eastbound Ramps: provide a dedicated, northbound right turn lane which would result in two through lanes and one right turn lane on the northbound approach. Implementation of this mitigation measure would result in LOS C (26.6 seconds of delay) in the AM peak hour and LOS C (32.9 seconds of delay) in the PM peak hour. Analysis sheets for the "with mitigation scenario" are included in Appendix C. After adopting the Plan, the City will implement the Plan by studying the feasibility and then developing an appropriate funding mechanism and/or including the costs as part of the Capital Improvement Program to provide for the recommended infrastructure improvements.	LTS
UTILITIES AND SERVICE SYSTEMS			
UTIL-1: Additional development would exacerbate the existing inadequacy of the water mains and pump station in the Plan Area.	S	UTIL-1: The City should calibrate and run its hydraulic water model for the Plan Area to determine the extent of improvements that would be required for new development anticipated for the Plan. Also, implement the recommendations in the *McClellan Heights and Parker Homes Land Use and Infrastructure Plan* which include (1) replace existing 4-inch and 6-inch mains with 8-inch plastic mains; (2) replace existing 8-inch steel mains with 12-inch plastic mains; (3) upgrade existing services to copper. Additionally, perform a study to determine if the capacity of the Bell Avenue pump station will need to be upgraded, and upgrade the facility if warranted. Cost estimates based on Plan buildout are contained in the *McClellan Heights and Parker Homes Land Use and Infrastructure Plan.*	LTS

LTS = Less Than Significant S = Significant SU = Significant Unavoidable Impact

3 REVISIONS TO THE DRAFT EIR

This chapter presents specific changes to the text, tables or figures in the Draft EIR, which are in response to letters received during the public review period, or to omissions made in the DEIR. In each case, the revised page and location on the page is identified, followed by the textual, tabular or graphical revision.

New text is double-underlined; deleted text is ~~struck out~~. None of the new changes represent significant changes to the Draft EIR; therefore, no parts of the Draft EIR need to be re-circulated.

Chapter 2: Report Summary

Section E., Significant Unavoidable Impacts, is hereby amended as follows (these changes are also reflected in Table 2-1, Summary of Impacts and Mitigation Measures):

> The Plan would have ~~four~~ three significant and unavoidable impacts, listed below. These impacts are discussed further in Section 4.2, Air Quality and Section 4.8, Noise.

- ~~**Impact AIR-1**: Operational emissions associated with implementation of the Plan would exceed the SMAQMD's threshold levels. As indicated in Table 4.2-6, the predominant sources of operational emissions are from hearths (fireplaces and wood stoves), consumer products, architectural coatings, and mobile sources (i.e. vehicles trips associated with Plan Area land uses).~~
- **Impact AIR-3**: Implementation of the Plan could result in significant health risks resulting from exposure of new sensitive receptors to aircraft and vehicular emissions.
- ~~**Impact AIR-6**:~~ Because emissions of ozone precursors and PM_{10} associated with buildout of the Plan are greater than emissions

associated with the existing General Plan, impacts associated with these emissions would be considered to be *cumulatively significant*. Despite the implementation of Mitigation Measures AIR-1a and AIR-1b that would help to reduce such emissions, there is no mitigation available to reduce these emissions to below the SMAQMD's threshold levels~~. In addition, because it is accepted that climate change due to greenhouse gas contaminant emissions is occurring, and even small contributions may be cumulatively considerable given the seriousness of the problem, greenhouse gas contaminant emissions associated with future projects in the Plan Area would result in a cumulatively significant contribution to climate change.~~

- **Impact NOISE-1:** Exposure of new residences to traffic noise exceeding 60 L_{dn} or interior noise exceeding 45 L_{dn}, and instantaneous maximum noise of 50 dBA in bedrooms, and 55 dBA in other habitable rooms.

Chapter 4.2: Air Quality

Section D.1.f on page 4.2-26 of the Draft EIR is hereby amended as follows:

~~f. Increase in Greenhouse Gas Contaminant Emissions~~

~~The relatively long lifetime of primary greenhouse gases in the atmosphere results in their accumulation over time. Their impact on the atmosphere is mostly independent of the point of emission. Consequently, greenhouse gas emissions are more appropriately evaluated on a State, national, or even international scale rather than at an individual project level. The SMAQMD has not developed any significance thresholds for greenhouse gases. This is because greenhouse gases, especially~~

~~carbon dioxide, do not pose any health risks at ambient concentrations. The impacts associated with greenhouse gases are long-term climatic changes, which are beyond the regulatory purview of the air district. However, automobiles are a major source of greenhouse gas emissions, and the quantity of such emissions from automobiles is directly correlated with the amount of vehicle miles traveled. As previously indicated, the SMAQMD has not established any thresholds or guidance to evaluate impacts associated with greenhouse gas emissions. Because these emissions are more appropriately evaluated on a regional, State, or even national scale rather than at a plan level, project-specific greenhouse gas emissions are considered *less than significant*, as climate change would not occur directly from estimated emissions based on buildout of the Plan.~~

f. City's Global Warming Greenhouse Gas Discussion

There is evidence that the Earth's climate has been warming over the past century as a result of the buildup in the atmosphere of greenhouse gases (GHGs) emitted from human activity. The burning of fossil fuels is the largest source of GHGs, particularly carbon dioxide. Greenhouse gases act much like a blanket, trapping the Earth's heat in the atmosphere and resulting in an increase in the global mean temperature. A warmer global climate could have significant effects on local and regional weather patterns, agricultural production, flooding and water resources, and the distribution of plant and animal species among other impacts.

n 2006, California enacted the California Global Warming Solutions Act (Assembly Bill 32). The Act requires California to

reduce its emission of GHGs to the statewide level emitted in 1990 by 2020. The Act charges the California Air Resources Board (CARB) with the task of developing, with public input, a plan for reducing GHG emissions and implementing that plan by January 2012.

The City is aware of several recent letters from the California Attorney General's Office stating the need to address the issues of global warming in CEQA documents. The City acknowledges the importance of this issue and believes that any potential impacts related to global warming would be considered cumulative in nature. A cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts. The City believes that it is not appropriate to address the issue within the confines of the typical CEQA analysis of cumulative impacts for the following reasons:

1. CEQA Guidelines Section 15130(a) states: "An EIR shall discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable, as defined in section 15065(a) (3). Where a lead agency is examining a project with an incremental effect that is not "cumulatively considerable," a lead agency need not consider that effect significant, but shall briefly describe its basis for concluding that the incremental effect is not cumulatively considerable." CEQA Section 15065(a)(3) states : "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects."

The very nature of global warming makes it impossible, pursuant to the CEQA process, to identify either the incremental effect or the effects of other current and foreseeable projects. Therefore, there is no basis for determining what is "cumulatively considerable" which would typically lead to a CEQA threshold of significance.

2. CEQA Guidelines Section 15130(a) (2) states: "When the combined cumulative impact associated with the project's incremental effect and the effects of other projects is not significant, the EIR shall briefly indicate why the cumulative impact is not significant and is not discussed in further detail in the EIR. A lead agency shall identify facts and analysis supporting the lead agency's conclusion that the cumulative impact is less than significant."

While advances have been made in the past few years in scientific activity to assess the potential impact of future climate change due to global warming and related potential impacts to issues such as flood risk and water supply, projections of future changes are still highly speculative and dependent on assumptions and generalizations.

3. CEQA Guidelines Section 15130(b) (3) states: "Lead agencies should define the geographic scope of the area affected by the cumulative effect and provide a reasonable explanation for the geographic limitation used."

Once again, the fact that the area affected is world wide makes this requirement irrelevant.

4. CEQA Guidelines Section 15130(b) (5) states: "An EIR shall examine reasonable, feasible options for mitigating or avoiding the project's contribution to any significant cumulative effects."

Lacking the necessary facts and analysis to support a conclusion as to the "significance of global warming, the City is unable to determine the effectiveness of potential mitigation measures.

In addition to the difficulty in following the CEQA requirements described above, to accurately account for carbon dioxide emissions attributable to the project, it would be necessary to differentiate between new sources that otherwise would not exist but for the project, and existing sources that have simply relocated to the project area (presumably from anyplace in the world). The City believes that the appropriate approach to addressing the issue of global warming is through the adoption of policies, ordinances and regulations rather than the imposition of conditions on a project-by-project basis as discussed below.

In part to address deteriorating air quality issues, the City Council adopted Smart Growth Principles into the General Plan in 2001. Smart Growth changes development patterns by supporting projects that incorporate land uses, transportation management, and infrastructure that discourage urban sprawl and promote infill development, reduce vehicle emissions, and improve air quality.

The City's Infill Program adopts numerical and qualitative infill development goals, targets specific types of infill development, and offers focused procedural and financial incentives to help achieve infill development goals.

As part of the Sustainability Master Plan, currently being prepared, the City will integrate environmentally sustainable practices into City policies, procedures, and operations that will provide tools for measuring the City's progress towards sustainability. The foundation for the Plan is the United Nations Environmental Accords, a set of 21 actions that the United Nations asked city governments to adopt and implement over a seven-year period. The City's plan will be adopted by 2008. The pertinent goals and targets identified in the Plan will be incorporated into the City's General Plan. The goals and targets will serve as a policy framework for the City to ensure that sustainability concerns are incorporated into the City's decision-making processes.

The City's Building Department is currently working on an ordinance to adopt the Leadership in Energy and Environmental Design (LEED) Green Building Rating System at the Silver certification standards for new buildings in the City. LEED is the nationally accepted benchmark for the design, construction, and operation of high performance green buildings and promotes a whole-building approach to sustainability by recognizing performance in five key areas: sustainable site development, water savings, energy efficiency, materials selection, and indoor environmental quality. To earn certification, a building project must meet certain prerequisites and performance credits within each category. Projects are awarded

Certified, Silver, Gold, or Platinum certification depending on the number of credits they achieve. LEED Silver is awarded to projects that achieve at least 50% of the core credits available. Points are earned for certain efficiencies in categories such as Indoor Environmental Quality, Building Materials and Resources, and Energy and Atmosphere.

In addition to City policies and ordinances, existing federal and State programs are credited with reducing green house gases in California. The City requires compliance with the California Energy Commission's Title 24 energy efficiency standards for buildings, appliance energy efficiency standards, diesel-engine idling restrictions, the required use of E6 fuel (6% ethanol, 94% gasoline), and vehicle emission standards help to reduce the production of greenhouse gases throughout the City

The City is a member of the Sacramento Area Council of Governments (SACOG), which covers a six-county area. SACOG adopted a Metropolitan Transportation Plan (MTP) to provide a regional vision for all modes of surface transportation and a guide for regional transportation investments. The MTP uses State and federal funds that come to the region for programs designed to meet goals which include: clean air; design of communities to encourage local walk, bicycle, and transit travel; and for improvements to main routes that serve longer distance travel around the region - specifically freeways, rail lines, and major roadways and streets that serve regional traffic.

The text on page 4.2.30 of the Draft EIR is hereby amended as follows:

> As indicated in Tables 4.2-8 and 4.2-9, emissions under buildout of the existing General Plan are anticipated to be more than emissions under buildout of the Plan for CO, PM10 and ~~ROG and~~ NO_X. CO and PM_{10} emissions for buildout under the existing General Plan

The text on page 4.2-34 of the Draft EIR is hereby amended as follows:

> **Impact AIR-1**[1]: Operational emissions associated with implementation of the Plan would not exceed the SMAQMD's threshold levels. As indicated in Table 4.2-6, the predominant sources of operational emissions are from ~~hearths (fireplaces and wood stoves),~~ consumer products, architectural coatings, and mobile sources (i.e. vehicles trips associated with Plan Area land uses). While impacts under the Plan are anticipated to be less than significant, the SMAQMD recommends the following mitigation measures to further reduce operational impacts.
>
> Mitigation Measure AIR-1a: Install clean technology wood-burning devices. All installed burning devices shall be an EPA/DOE Energy Star labeled gas fireplaces. No wood burning fireplaces or wood stoves shall be allowed.

[1] All changes to IMPACT AIR-1 were made pursuant to a correction requested by the City of Sacramento Development Services Department to correct a discrepancy between Table 4.2-6 in the Draft EIR (*Emissions of Criteria Pollutants from Project Operations for the Buildout of Vacant Parcels with Proposed Land Uses*) and the text pertaining to IMPACT AIR-1 on page 4.2-34 of the Draft EIR.

Mitigation Measure AIR-1b: Implement additional innovative measures to reduce operational air quality impacts. There are a number of measures the SMAQMD recommends that can be incorporated into the design/operation of land uses in the Plan Area to provide additional reductions in the overall level of emissions. These measures include, but are not limited to, the measures identified in Table 4.2-10. (Note: some of the measures may already exist as City of Sacramento development standards. Any measures selected should be implemented to the fullest extent possible.)

Significance After Mitigation. ~~While the above mitigation measures would help to reduce impacts, they would not readily mitigate potential emissions below SMAQMD threshold levels. Consequently, this impact is considered *significant and unavoidable*~~. Implementation of the plan would result in a *less than significant* impact. In addition, mitigation measures AIR-1a and AIR-1b would further minimize impacts.

The text on page 4.2-42 and 4.2-43 of the Draft EIR is hereby amended as follows:

Impact AIR-6: Because emissions of ozone precursors and PM_{10} associated with buildout of the Plan are greater than emissions associated with the existing General Plan, impacts associated with these emissions would be considered to be *cumulatively significant*. Despite the implementation of Mitigation Measures AIR-1a and AIR-1b that would help to reduce such emissions, there is no mitigation available to reduce these emissions to below the SMAQMD's threshold levels. ~~In addition, because it is accepted that climate change due to greenhouse gas contami-~~

~~nant emissions is occurring, and even small contributions may be cumulatively considerable given the seriousness of the problem, greenhouse gas contaminant emissions associated with future projects in the Plan Area would result in a cumulatively significant contribution to climate change.~~

Chapter 4.5: Hazards and Hazardous Materials

Section B., Existing Conditions is hereby amended as follows:

The Plan Area includes residential, commercial and industrial uses. A search of the Department of Toxic Substances Control (DTSC) and the County of Sacramento Environmental Management Department (EMD) databases uncovered no active cleanup sites within the Plan Area. The EMD database includes a list of businesses in the Plan Area which may have hazardous materials onsite including auto repair services, a landscaping business, dry cleaners, a battery retailer, metal plating facility and a reprographics shop.

Asbestos-containing materials were widely used in housing materials prior to the 1970's. The homes in the McClellan Heights and Parker Homes area were built prior to 1970 and the use of asbestos in building materials and insulation is highly probable.

~~Groundwater used in the Plan Area is not known to be contaminated.~~ The ~~former~~ McClellan ~~Air Force Base property~~ airfield property is documented as a federal Superfund site and is located adjacent to the Plan Area. <u>The groundwater at McClellan was contaminated from past military operations.</u>

Chemicals, primarily solvents and degreasers, were washed into the soil and groundwater from spills, leaking pipes, storage tanks, and drains. Past chemical disposal practices that were considered acceptable decades ago caused additional groundwater contamination[2]. The contamination at the base infiltrated and contaminated groundwater in the surrounding area, including municipal wells. ~~This issue has since been resolved by the federal government and there is no documentation that shows that this contamination affected the Plan Area.~~ The Air Force is currently pumping groundwater and treating it at a plant on the west side of McClellan, guided by the *Proposed Plan for Cleanup of VOCs in Groundwater* drafted by the Air Force. The goal of the Plan is to clean groundwater in the vicinity to at least drinking water standards[3]. It is estimated that the cleanup and monitoring of groundwater at McClellan will continue for about another 55 years[4].

As of April 2006, 1,331,493 pounds of volatile organic compound contamination has been removed form soil and groundwater[5].

---

[2] *Environmental Action Update, A Newsletter About Environmental Activities at McClellan*, AFRPA Western RAC, May 2007.

[3] *Proposed Plan Fact Sheet*, Air Force Real Property Agency, McClellan, July 2004. McClellan AR #5463.

[4] *Environmental Action Update, A Newsletter About Environmental Activities at McClellan*, AFRPA Western RAC, May 2007.

[5] http://www.afrpa.hq.af.mil/mcclellan/mcclellan.html, accessed August 16, 2007.

Section D.1, Impact Discussion, Contaminated Soil, is hereby amended as follows:

> According to the EMD and DTSC databases, there are no known sites with contaminated soil in the Plan Area. The Plan could spur redevelopment of buildings which use common hazardous materials, such as cleaning solutions, as part of daily operations. If these businesses had unknowingly contaminated the soil, it could be possible that construction activities would disturb these soils and expose people to the contaminants. Considering the limited amount of hazardous materials that are used, the fact that there is no known soil contamination in the Plan Area and the extent of existing regulations governing these types of materials, this impact is considered *less than significant.*
>
> Portions of the Plan Area are located across the street from contaminated soil sites at the McClellan airfield property. In particular, high levels of polychlorinated biphenyls (PCBs) are present in soil in the former McClellan Air Force Base parcel north of Bell Avenue and west of Winters Street. DTSC is currently in discussions with the Air Force regarding the possibility that PCBs from this parcel may have migrated off base to areas within the Plan Area. Figure 3-3 in the Draft EIR indicates that this portion of the Plan Area would be designated for multi-family residential use if the *McClellan Heights and Parker Homes Land Use and Infrastructure Plan* is adopted by the Sacramento City Council[6]. If contamination is discovered in any portion of the Plan Area, appropriate remediation regu-

[6] Letter from Kevin Depies, R.G., California Department of Substances Control to Scott Johnson, City of Sacramento Planning Department, August 6, 2007.

lations would apply, resulting in remediation of exposure to the contaminated soil. As such, this impact would be *less than significant.*

Section D.3, Impact Discussion, Contaminated Groundwater, is hereby amended as follows:

~~There are no known contaminated groundwater sites in the Plan Area. Database checks of the DTSC and EMD websites show no currently contaminated sites. Detwatering activities using water from the Plan Area would not use any existing contaminated water.~~ ~~Groundwater used in the Plan Area is not known to be contaminated.~~ As noted in Section B., Existing Conditions, the McClellan airfield property is documented as a federal Superfund site and is located adjacent to the Plan Area. The groundwater at McClellan was contaminated from past military operations. The contamination at the base infiltrated and contaminated groundwater in the surrounding area, including municipal wells. The Air Force is currently pumping groundwater and treating it at a plant on the west side of McClellan, guided by the *Proposed Plan for Cleanup of VOCs in Groundwater* drafted by the Air Force. The goal of the Plan is to clean groundwater in the vicinity to at least drinking water standards[7]. Existing County and City ordinances prohibit the use of groundwater in the Plan Area; therefore, the Plan would have *no impact* resulting from contaminated groundwater.

[7] *Proposed Plan Fact Sheet*, Air Force Real Property Agency, McClellan, July 2004. McClellan AR #5463.

Chapter 4.13: Utilities and Service Systems

On page 4.13-12 under the Impact Discussion for Wastewater, the second paragraph is hereby amended as follows:

> Implementation of the Plan would not result in the need for new or expanded wastewater treatment facilities. As shown in Table 4.13-2, daily peak flows of projected buildout of the Plan is approximately 5.4 mgd, as compared to ~~4~~ 1.9 mgd under existing General Plan land use designations. The increase of approximately ~~1.4~~ 3.5 mgd in wastewater flows that would occur under buildout of the Plan is less than ~~0.7~~ 2.0 percent of the SRWTP's permitted dry weather flow of 181 mgd. Moreover, development allowed under the Plan would not be expected to be built out at one time. Instead, development would be anticipated to occur incrementally, over the 20-year life of the Plan and beyond. Thus, impacts of the Plan on wastewater treatment facilities would be *less than significant.*

On page 4.13-13, the paragraph under *Cumulative Impacts* is hereby amended as follows:

> No cumulative impacts with regards to wastewater are anticipated as a result of the Plan as the projected increase in wastewater flows under buildout of the Plan is less than ~~0.7~~ 2.0 percent of the SRWTP's permitted dry weather flow of 181 mgd. In addition, the actual rate of increase as a result of implementing the Plan will be dependent on the type of development proposed and the rate that development occurs, resulting in smaller, incremental increases in wastewater treatment needs, thereby further reducing the potential for cumulative impacts.

Table 4.13-2, Projected Wastewater Flows, on page 4.13-14 and page 4.13-15 will be entirely replaced. On the following four pages are the original table from the Draft EIR (with strike-throughs, for reference), followed by the corrected table.

On page 4.12-13 under the heading "Transit Service", the paragraph is hereby amended as follows:

> The Sacramento Regional Transit District (RT) provides public transit service within the Plan Area. There is one RT bus route within the Plan Area, Route 18, which traverses the site along Pinell Street and Bell Avenue, and provides connectivity to the western portion of North Sacramento and the Marconi/Arcade Light Rail Station. The Plan Area is within one-quarter mile of the Roseville Road light rail station, though pedestrian access to the station is poor.

TABLE 4.13-2 **PROJECTED WASTEWATER FLOWS**

Land Use	Zone	Units Per Acre	Dwelling Units	People Per Dwelling Unit[a]	Gross Acres	Res. Unit WW Flow (gpd/person)[b]	WW Use (gpd/du)	Non-Res. Unit WW Flow (gpd)[c]	Avg. WW Flow (gpd)	Sanitary Sewer Peaking Factor[d]	Daily Peak WW Flow (gpd)	Avg. Groundwater Infiltration (gpd)[e]	Design Flow (gpd)	Design Flow (MGD)
PROPOSED														
Single Family Alternative	R-1A	15	1,172	4	78.1	100	400	N/A	468,851	2.3	1,078,357	1,862	1,080,219	1.08
	R-1A	15	73	4	4.9	100	400	N/A	29,254	2.3	67,283	1,862	69,145	0.07
	R-1A	15	75	4	5.0	100	400	N/A	29,903	2.3	68,777	1,862	70,639	0.07
	R-1A	15	407	4	27.1	100	400	N/A	162,777	2.3	374,387	1,862	376,249	0.38
	R-1A	15	550	4	36.7	100	400	N/A	220,014	2.3	506,033	1,862	507,895	0.51
	R-1A	15	97	4	6.5	100	400	N/A	38,751	2.3	89,128	1,862	90.990	0.09
	R-1A	15	564	4	37.6	100	400	N/A	225,767	2.3	519,264	1,862	521,127	0.52
	R-1A	15	157	4	10.5	100	400	N/A	62,748	2.3	144,321	1,862	146,183	0.15
	R-1A	15	217	4	14.5	100	400	N/A	86,748	2.3	199,521	1,862	201,383	0.20
Residential Mixed Use	RMX	36	911	4	25.3	100	400	N/A	364,430	2.3	838,190	1,862	840,052	0.84
	RMX	36	612	4	17.0	100	400	N/A	244,697	2.3	562,804	1,862	564,666	0.56
	RMX	36	221	4	6.1	100	400	N/A	88,471	2.3	203,483	1,862	205,345	0.21
General Commercial	C-2	N/A	N/A	N/A	8.3	N/A	N/A	9,300	77,011	2.3	177,126	0	177,126	0.18
	C-2	N/A	N/A	N/A	3.2	N/A	N/A	10,500	33,931	2.3	78,041	0	78,041	0.08
	C-2	N/A	N/A	N/A	8.3	N/A	N/A	9,300	76,779	2.3	176,591	0	176,591	0.18

Land Use	Zone	Units Per Acre	Dwelling Units	People Per Dwelling Unit[a]	Gross Acres	Res. Unit WW Flow (gpd/person)[b]	WW Use (gpd/du)	Non Res. Unit WW Flow (gpd)[c]	Avg. WW Flow (gpd)	Sanitary Sewer Peaking Factor[d]	Daily Peak WW Flow (gpd)	Avg. Ground water Infiltration (gpd)[e]	Design Flow (gpd)	Design Flow (MGD)
Light Industrial	M-1	N/A	N/A	N/A	11.5	N/A	N/A	10,200	117,517	2.3	270,289	0	270,289	0.27
Total											*5,353,593*	*22,346*	*5,375,939*	*5.38*
EXISTING														
Standard Single Family	R-1	8	1344	3	168	100	300	N/A	403,272	2.3	927,526	1,862	929,388	0.93
General Commercial	C-2	N/A	N/A	N/A	3	N/A	N/A	7,400	22,940	2.3	52,762	0	52,762	0.05
Heavy Commercial Zone	C-4	N/A	N/A	N/A	0	N/A	N/A	7,400	1,776	2.3	4,085	1	4,086	0.00
Industrial	M-1	N/A	N/A	N/A	135	N/A	N/A	9,700	1,309,403	2.3	3,011,627	2	3,011,629	3.01
Total											***3,995,999***	***1,865***	***3,997,864***	***4.00***

[a] Four persons per residential unit assumed per City Design Standard 9.1.1, paragraph 2 (dated September 1, 1990).

[b] 100 gallons per person per day assumed per City Design Standard 9.1.1, paragraph 2 (dated September 1, 1990).

[c] Unit wastewater flow taken from City Design Standard 9.1, paragraph 2 (dated September 1, 1990).

[d] Peaking factor of 2.3 taken from City Design Standard 9.2 (dated September 1, 1990), assumes all development area in as a single WW source of approximately 2.3 MGD ADWF.

[e] Based on 500 gpd/in dia mile of pipe, per City Design Standard 9.2 (dated September 1, 1990).

Source: Kimley-Horn and Associates.

TABLE 4.13-2 **MCCLELLAN HEIGHTS/PARKER HOMES PROJECTED WASTEWATER FLOWS (CORRECTED)**

Land Use	Sub-shed Number	Zone	Units per Acre	Dwelling Units	Capita per Dwelling Unit[a]	Gross Acres	Dwelling Unit WW Flow (gpd/person)[b]	WW Use (gpd/du)	Non-residential WW Flow (gpd/ac)[c]	Avg. WW Flow (gpd)	Cum. Ave. Flow (gpd)	Peaking Factor[d]	Cum. Peak WW Flow (gpd)[e]	Average Groundwater Infiltration (gpd)[f]	Design Flow (gpd)	Design Flow (MGD)
Proposed																
McClellan Heights/Parker Homes																
Residential Mixed Use	11	RMX	36	612	4	17.0	100	400	N/A	244,800	244,800	2.30	563,040	1,862	564,902	0.56
Residential Mixed Use	12		36	220	4	6.1	100	400	N/A	87,840	332,640	2.30	765,072	1,862	766,934	0.77
Single Family Alternative	5		15	551	4	36.7	100	400	N/A	220,200	552,840	2.30	1,271,532	1,862	1,273,394	1.27
Single Family Alternative	7		15	564	4	37.6	100	400	N/A	225,600	778,440	2.30	1,790,412	1,862	1,792,274	1.79
Single Family Alternative	6		15	98	4	6.5	100	400	N/A	39,000	817,440	2.30	1,880,112	1,862	1,881,974	1.88
Residential Mixed Use	10		36	911	4	25.3	100	400	N/A	364,320	1,181,760	2.30	2,718,048	1,862	2,719,9110	2.72
Single Family Alternative	4		15	407	4	27.1	100	400	N/A	162,600	1,344,360	2.30	3,092,028	1,862	3,093,890	3.09
Single Family Alternative	9		15	218	4	14.5	100	400	N/A	87,000	150,000	2.40	208,800	1,862	210,662	0.21
Single Family Alternative	8		15	158	4	10.5	100	400	N/A	63,000	63,000	2.30	353,700	1,862	355,562	0.36
Single Family Alternative	1		15	1,172	4	78.1	100	400	N/A	468,000	1,962,960	2.30	1,077,780	1,862	1,079,642	1.08
Single Family Alternative	2		15	74	4	4.9	100	400	N/A	29,400	1,992,360	2.30	1,145,400	1,862	1,147,262	1.15
General Commercial	13		N/A	N/A	N/A	8.3	N/A	N/A	9,300	77,190	2,069,550	2.30	1,322,937	0	1,322,937	1.32
Single Family Alternative	3		15	75	4	5.0	100	400	N/A	30,000	N/A	2.30	69,000	1,862	70,862	0.07
General Commercial	14		N/A	N/A	N/A	3.2	N/A	N/A	10,500	33,600	N/A	2.30	77,280	0	77,280	0.08
General Commercial	15		N/A	N/A	N/A	8.3	N/A	N/A	9,300	77,190	N/A	2.30	177,537	0	177,537	0.18

Land Use	Sub-shed Number	Zone	Units per Acre	Dwelling Units	Capita per Dwelling Unit[a]	Gross Acres	Dwelling Unit WW Flow (gpd/person)[b]	WW Use (gpd/du)	Non-residential WW Flow (gpd/ac)[c]	Avg. WW Flow (gpd)	Cum. Ave. Flow (gpd)	Peaking Factor[d]	Cum. Peak WW Flow (gpd)[e]	Average Groundwater Infiltration (gpd)[f]	Design Flow (gpd)	Design Flow (MGD)
Light Industrial	16		N/A	N/A	N/A	11.5	N/A	N/A	10,200	117,300	N/A	2.30	269,790	0	269,790	0.27
Total													5,362,272	22,346	5,367,858	5.37
Existing																
Standard Single Family			8	1,344	3	168	100	300	N/A	403,272	N/A	2.30	927,526	1,862	929,388	0.93
General Commercial			N/A	N/A	N/A	3	N/A	N/A	11,000	34,100	N/A	2.30	78,430	0	78,430	0.08
Heavy Commercial Zone			N/A	N/A	N/A	0	N/A	N/A	11,000	2,640	N/A	2.30	6,072	1	6,073	0.01
Industrial			N/A	N/A	N/A	135	N/A	N/A	2,800	377,972	N/A	2.30	869,336	2	869,338	0.87
Total													1,881,363	1,865	1,883,228	1.88
Proposed Increase													3,480,909	20,481	3,484,630	3.48

[a] Four persons per residential unit assumed per City Design Standard 9.1.1, paragraph 2 (dated September 1, 1990).

[b] 100 gallons per person per day assumed per City Design Standard 9.1.1, paragraph 2 (dated September 1, 1990).

[c] Unit wastewater flow taken from City Design Standard 9.1, paragraph 2 (dated September 1, 1990).

[d] Peaking factor of 2.3 taken from City Design Standard 9.2 (dated September 1, 1990), assumes all development area in as a single WW source of approximately 2.3 MGD ADWF.

[e] Based on 500 gpd/in-dia-mile of pipe, per City Design Standard 9.2 (dated September 1, 1990).

Source: Kimley-Horn and Associates.

The third paragraph on page 4.13-20 under Existing Conditions is hereby amended as follows:

> The analysis evaluated potential flooding hazards associated with 10-year and 100-year flood events. The study concludes minor localized flooding would be likely under 1998 development conditions, as shown in ~~Table A-5~~ Table 4.13-3. For General Plan build out, the study found development would "seriously aggravate local flooding conditions."

On page 4.13-21, also under the Existing Conditions section, the third paragraph is hereby amended as follows:

> The 10-year and 100-year flood events were analyzed. The study concluded that minor localized flooding would be likely under 1998 development conditions, as shown in ~~Table A-6~~ Table 4.13-4. For General Plan build-out, the study found development would "seriously aggravate local flooding conditions." Localized flood events from 1986 to 1998 were also analyzed and it was reported the flooding was only observed along Paul Avenue.

4 LIST OF COMMENTORS

This chapter lists the sources of all letters and comments received on the Draft EIR for the *McClellan Heights and Parker Homes Land Use and Infrastructure Plan* during the public review period from May 30, 2007 to July 13, 2007. The letters are divided according to the nature of their authors, in the following order: State agencies, regional and county agencies, private organizations and companies, and private individuals. No comments were received from private organizations, companies, or private individuals on the Draft EIR.

A. Written Comments

State Agencies

1. State of California, Department of Water Resources. June 8, 2007.
2. State of California, Department of Transportation, July 13, 2007.
3. Department of Toxic Substances Control, August 6, 2007.

Regional and County Agencies

4. Sacramento Metropolitan Air Quality Management District, July 13, 2007.
5. Sacramento County Airport System, July 13, 2007.
6. Sacramento Regional Transit District, July 13, 2007.
7. Sacramento Area Council of Governments, August 10, 2007.

5 COMMENTS AND RESPONSES

This chapter includes a reproduction of and responses to each letter received during the Draft EIR public review period. Each letter is reproduced in its entirety, and is immediately followed by responses to the comments in it. Letters are categorized by type of commentor, with state agencies listed first followed by regional and county organizations. No letters were received from private organizations, companies, or individuals regarding the Draft EIR. Each comment and response is labeled with a reference number in the margin.

Where a response requires revisions to the Draft EIR, the revision is referenced in the response and the revised text is included in Chapter 3 of this Final EIR.

STATE OF CALIFORNIA -- THE RESOURCES AGENCY

ARNOLD SCHWARZENEGGER, Governor

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

June 8, 2007

Scott Johnson
City of Sacramento
2101 Arena Boulevard, Suite 200
Sacramento, California 95834

McClellan Heights/Parker Homes Land Use and Infrastructure Plan (M03-190)
State Clearinghouse (SCH) Number: 2006062009

The project corresponding to the subject SCH identification number has come to our attention. The limited project description suggests your project may be an encroachment on the State Adopted Plan of Flood Control. You may refer to the California Code of Regulations, Title 23 and Designated Floodway maps at http://recbd.ca.gov/. Please be advised that your county office also has copies of the Board's designated floodways for your review. If indeed your project encroaches on an adopted food control plan, you will need to obtain an encroachment permit from the Reclamation Board prior to initiating any activities. The attached Fact Sheet explains the permitting process. Please note that the permitting process may take as much as 45 to 60 days to process. Also note that a condition of the permit requires the securing all of the appropriate additional permits before initiating work. This information is provided so that you may plan accordingly. I-1 I-2

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

Sincerely,

Christopher Huitt
Staff Environmental Scientist
Floodway Protection Section

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

Encroachment Permits Fact Sheet

Basis for Authority

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

Area of Reclamation Board Jurisdiction

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

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

Regulatory Process

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

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

Application Review Process

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

Technical Review

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

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

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

Environmental Review

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

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

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

These additional documentations may include the following documentation:

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

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

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

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

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

RESPONSES TO LETTER 1

Christopher Huitt, Staff Environmental Scientist, Floodway Protection Section, State of California, Department of Water Resources. June 8, 2007.

1-1: This comment notes that future construction activities conducted in the Plan Area under the *McClellan Heights and Parker Homes Land Use and Infrastructure Plan* may constitute an encroachment on the State Adopted Plan of Flood Control. Since the Plan is a program-level document, no specific development proposals are included. Response 1-2, below, addresses relevant encroachment permits, should they be required when specific development activities are proposed in the future. This comment does not question the adequacy of the Draft EIR or the analysis therein and no further action is required with regard to the Draft or Final EIR.

1-2: If it is determined that any future construction activities in the Plan Area would encroach on an adopted flood control plan, an application for an encroachment permit would be filed with the Reclamation Board and deemed complete prior to initiating any activities. If granted, the encroachment permit would generally contain standard conditions of approval. Depending on the situation, additional special conditions may also be attached to the permit, as necessary, to mitigate specific impacts from the proposed construction activity.

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

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

Flex your power!
Be energy efficient!

July 13, 2007

07SAC0092
03-SAC-80 PM 8.669
McClellan Heights/Parker Homes Land Use and Infrastructure Plan (M03-190)
Draft Environmental Impact Report
SCH# 2006062009

Mr. Scott Johnson
City of Sacramento
2101 Arena Boulevard, Suite 200
Sacramento, CA 95834

Dear Mr. Johnson:

Thank you for the opportunity to review and comment on the Draft Environmental Impact Report for the McClellan Heights/Parker Homes Land Use and Infrastructure Plan project. The 306-acre redevelopment project may result in approximately 860 new residential units, 232,000 sq. ft. of retail, 25,000 sq. ft. of office space, and 27,000 sq. ft. of industrial space. The project is adjacent to Interstate 80 (I-80). Our comments are as follows:

- It is noted that mitigation measures are provided for the westbound and eastbound ramps of the I-80/Winters Street interchange to reduce the project's impacts to less than significant. A dedicated, right turn lane will be provided for each approach. The City will develop an appropriate funding mechanism for the improvements as part of the Capital Improvement Program. **2-1**

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

Sincerely,

for BRUCE DE TERRA, Chief
Office of Transportation Planning—South

cc: State Clearinghouse

RESPONSE TO LETTER 2

Bruce de Terra, Chief, Office of Transportation Planning - South, District 3 – Sacramento Area Office, State of California, Business, Transportation and Housing Agency. July 13, 2007.

2-1: This comment notes that the Draft EIR includes traffic mitigation measures at the I-80/Winters Street interchange that are acceptable to the California Department of Transportation and which would reduce traffic impacts from Plan Area buildout to less than significant levels. The comment also notes that the City of Sacramento will need to develop a funding mechanism to fund the improvements.

This comment does not question the adequacy of the Draft EIR or the analysis therein and no further action is required with regard to the Draft or Final EIR.

LETTER #3

Linda S. Adams
Secretary for
Environmental Protection

Department of Toxic Substances Control

Maureen F. Gorsen, Director
8800 Cal Center Drive
Sacramento, California 95826-3200

Arnold Schwarzenegger
Governor

August 6, 2007

Mr. Scott Johnson
City of Sacramento
2101 Arena Boulevard. Suite 200
Sacramento, California 95834

REVIEW OF THE DRAFT ENVIRONMENTAL IMPACT REPORT, MCCLELLAN HEIGHTS AND PARKER HOMES LAND USE AND INFRASTRUCTURE PLAN EIR, SCH #2006062009, PUBLIC REVIEW DRAFT DATED MAY 22, 2007

Dear Mr. Johnson:

Thank you for providing the Department of Toxic Substances Control (DTSC) the opportunity to review the May 22, 2007 Public Draft *McClellan Heights and Parker Homes Land Use and Infrastructure Plan EIR* (EIR). The EIR is for a Plan Area near and adjacent to the former McClellan Air Force Base (base). In addition to our other responsibilities, DTSC is the State's lead agency for the environmental cleanup and realignment of closed military bases and maintains jurisdiction over all hazardous substance and hazardous waste issues with the exception of petroleum contamination. The basis for DTSC's regulatory authority is found in California Health and Safety Code, Division 20, Chapters 6.5 (Hazardous Waste Control), Chapter 6.8 (Hazardous Substances Account Act), and California Code of Regulations, Title 22, Division 4.5.

The Central Valley Regional Water Quality Control Broad (CVRWQCB) has authority over the remediation of petroleum sites and the protection of the waters of the State of California. The CCRWQCB regulatory authority is found in the Porter-Cologne Water Quality Control Act, California Water Code and California Code of Regulations, Title 23, Division 3, Chapter 15 and 16. In addition, the Air Resources Board would be concerned with impacts to air quality.

DTSC generally reviews the environmental documents to determine whether the proposed project could have potential impact on public health and worker safety because of the possible presence of residual hazardous materials and/or Munitions and Explosives of Concern.

The project proponents should be aware of the many environmental issues with the former base. Volatile organic compounds (VOC) are present in groundwater below and off-base. Additionally, numerous types of contaminants have been detected in soil on-base. Investigation of and remediation of some of the contaminated soils and groundwater is being conducted under a Federal Facilities Agreement via the Comprehensive Environmental Response, Compensation & Liability Act process. We noted that the EIR provides only very limited discussion of the contamination at the adjacent former base. 3-1

The following is provided to clarify a few statements in the Draft EIR. These statements should be revised in the Final EIR in response to these comments.

Section 4.5, Subsection B. Existing Conditions: The text should note the proximity of the Plan Area to and the environmental issues for the former base. Furthermore, the text erroneously notes that groundwater in the Plan Area is not known to be contaminated. As mentioned above, VOCs originating from the former base are known to be present in groundwater below the Plan Area. Specific information on groundwater contamination is published in the McClellan Air Force Base quarterly groundwater monitoring reports and the 2004 VOC Groundwater Proposed Plan which may be reviewed at the former base at the DTSC regional office at the above posted address. 3-2

Section 4.5, Subsection D.1. Contaminated Soil: While the EIR notes that there are no known sites with contaminated soil in the Plan Area, portions of the plan area are across the street from contaminated soil sites at the former base. In particular, high levels of polychlorinated biphenyls (PCBs) are present in soil in the former McClellan Air Force base parcel north of Bell Avenue and west of Winters Street. DTSC is currently in discussions with the Air Force regarding the possibility that PCBs from this parcel may have migrated off base to areas within the Plan Area. Based on Figure 3.3, this portion of the Plan Area is targeted for Multi Family Residential Use. The text in the EIR should reflect these concerns/issues. 3-3

Section 4.5, Subsection D.3. Contaminated Groundwater: The text erroneously states that there is no known contaminated groundwater below the Plan Area. Please revise the text consistent with our discussion above regarding VOCs in the groundwater below the Plan Area. Additionally, there are county and city ordinances prohibiting the use of groundwater in the Plan Area. Please review these ordinances for their impact on potential groundwater pumping in the Plan Area as described in the EIR. 3-4

If you have any questions, please feel free to contact me at (916) 255-3688.

Sincerely,

Kevin Depies, R.G.
Engineering Geologist
Office of Military Facilities

cc: AFRPA/DD-McClellan
Attn: Steve Mayer
3411 Olson Street
McClellan, California 95652-1071

Ms. Kristine Katin (SFD 8-1)
United States Environmental Protection Agency
Region IX
75 Hawthorne Street
San Francisco, California 94105

Ms. Yvonne Fong
United States Environmental Protection Agency
Region IX
75 Hawthorne Street
San Francisco, California 94105

Mr. James Taylor
Regional Water Quality Control Board
Central Valley Division
11020 Sun Center Drive # 200
Rancho Cordova, California 95670-6114

Mr. Timothy Miles
Dept of Toxic Substances Control
8800 Cal Center Drive
Sacramento, California 95826

RESPONSES TO LETTER 3

Kevin Depies, R.G., Office of Military Facilities, Department of Toxic Substances Control, August 6, 2007.

3-1: The commentor notes that proponents of construction activity in the Plan Area need to be aware of groundwater and soil contamination problems associated with former activities on the McClellan airfield property. The commentor also notes that coverage of these matters is limited in the Draft EIR. This comment is noted and a more detailed analysis has been added to Chapter 3 of this Final EIR in response.

3-2: The commentor notes that the Draft EIR fails to address documented groundwater contamination in the Plan Area. Text has been added to Chapter 3 of this Final EIR based upon the *Fourth Quarter 2006 Final Groundwater Monitoring Program* published by the Department of the Air Force. The findings, however, do not change the outcome of the Draft EIR or the *McClellan Heights and Parker Homes Infrastructure and Land Use Plan* since all applicable policies related to construction activities will be addressed by the City of Sacramento at the time specific development proposals in the Plan Area are considered for review and approval.

3-3: The commentor states that the Draft EIR notes that there are no known sites with contaminated soil in the Plan Area. The commentor also notes that contaminated soil on the McClellan airfield property has been identified in close proximity to the Plan Area and that there is the possibility for PCBs from this area to migrate off base to locations within the Plan Area. Text

has been added to Chapter 3 of this Final EIR to address this concern.

3-4: The commentor notes that the Draft EIR fails to address documented groundwater contamination in the Plan Area. Please see response 3-1 above and note that text has been added to Chapter 3 of this Final EIR to address this matter.

SACRAMENTO METROPOLITAN
AIR QUALITY
MANAGEMENT DISTRICT

Larry Greene
AIR POLLUTION CONTROL OFFICER

July 13, 2007

Mr. Scott Johnson
Environmental Planning Services
City of Sacramento
2101 Arena Boulevard, Suite 200
Sacramento, CA 95834

RE: DEIR for the McClellan Heights/Parker Homes Land Use and Infrastructure Plan (M03-190) SAC200400601003

Dear Mr. Johnson,

Thank you for providing this draft EIR to the Sacramento Metropolitan Air Quality Management District (District) for staff review. District comments follow.

The District endorses the inclusion of the SMAQMD standard construction mitigation language.

All projects are subject to SMAQMD rules and regulations in effect at the time of construction. Please see the attached document describing SMAQMD Rules, which may apply to this project.

4-1

If you have questions, please contact me at 874-2694 /or by email at jhurley@airquality.org.

Sincerely,

Joseph James Hurley
Strategic Planning Division

Cc: Larry Robinson, SMAQMD

SMAQMD Rules & Regulations Statement

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

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

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

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

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

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

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

RESPONSES TO LETTER 4

Joseph James Hurley, Strategic Planning Division, Sacramento Metropolitan Air Quality Management District. July 13, 2007.

4-1: The commentor notes that all future construction activities that might take place in the Plan Area, under the *McClellan Heights and Parker Homes Infrastructure and Land Use Plan*, would be subject to SMAQMD standard construction mitigation measures. An attachment to the commentor's letter describes the relevant SMAQMD Rules, which may apply to individual construction projects. This matter would be addressed at the time individual projects are proposed for review and approval by the City of Sacramento.

This comment does not question the adequacy of the Draft EIR or the analysis therein, and no further action is required with regard to the Draft or Final EIR.

LETTER #5

County Executive
Terry Schutten

Sacramento County
Airport System
G. Hardy Acree, Director of Airports

County of Sacramento

Sacramento International Airport
Mather Airport
Executive Airport
Franklin Field

July 13, 2007

Scott Johnson
City of Sacramento, Development Services Department
Environmental Planning Services
2101 Arena Blvd., Suite 200
Sacramento, CA 95834

RE: Review of the Draft EIR for the McClellan Heights/Parker Homes Land Use and Infrastructure Plan (M03-190)

Dear Mr. Johnson:

The Sacramento County Airport System (Airport System) appreciates the opportunity to provide comment on the Draft EIR for McClellan Heights/Parker Homes Land Use and Infrastructure Plan. However, the proposed development is inconsistent with the current Comprehensive Land Use Plan (CLUP) in that the residential development is inside the 65 CNEL (Community Noise Equivalent Level). Though a new Airport Land Use Compatibility Plan is in process, it has not yet been adopted.

Based on current and historical experience, the Airport System's specific concern is related to single-event noise occurrences and the high probably of complaints from future homeowners in the residences due to aircraft overflights in the area.

5-1

An article in the California State Aeronautics Act (California Public Utilities Code, Section 21670 et seq.) established statewide requirements for the conduct of airport land use compatibility planning. This planning is primarily executed through Airport Land Use Commission Law whose purpose is to:

1. Protect public health, safety, and welfare through the adoption of land use standards that minimize the public's exposure to safety hazards and excessive levels of noise.
2. Prevent the encroachment of incompatible land uses around public-use airports, thereby preserving the utility of these airports into the future.

The Airport Land Use Compatibility Plan is the key to implementation of the appropriate land use planning. It provides the land use compatibility guidelines on which compatibility of land uses are determined. It also establishes the planning boundaries around the airport. Planning boundaries are established for height, noise, and safety.

5-1 cont'd

McClellan Airport's most recent Airport Land Use Compatibility Plan (formerly known as Comprehensive Land Use Plans or CLUPs) was updated in 1987 when McClellan was still operated as an Air Force Base. The manner in which the airport is now operated is significantly different than when it was operated as an Air Force Base and the fleet utilizing that facility is also significantly changed. These changes have resulted in a smaller area exposed to high levels of aircraft noise and reduced the area required for aircraft safety zones. The Airport Land Use Compatibility Plan is in the process of being updated, but will be prepared in accordance with updated guidance from the *California Airport Land Use Planning Handbook* which published by the California Department of Transportation Division of Aeronautics. Legislation passed in 1994 established a requirement that airport land use commissions "shall be guided by information" in the *Handbook* when formulating, adopting, or amending an airport land use compatibility plan. The 2002 edition of the *Handbook* is much more definitive in the guidance provided therein. Such guidance has some implications on updates to airport land use compatibility plans conducted in the Sacramento Region, two important items are listed below.

> **Noise exposure of 65 CNEL is not an appropriate criterion for new residential development around most airports**, especially those which are primarily general aviation facilities. Noise exposure of 60 CNEL or in some locations, even 55 CNEL may be more appropriate for land use planning purposes.
>
> In addressing noise concerns, consideration should be given to the impacts of aircraft overflights in locations beyond the normally mapped noise contours.

5-2

Guidance from the State recommending that land use planning considerations be made beyond the more traditional 65 CNEL noise exposure contours is mimicked in the most recent update to Sacramento International Airport's Airport Land Use Compatibility Plan as it only allows new residential to be built outside of the 60 CNEL noise exposure contour. Though the Mather Airport's Airport Land Use Compatibility Plan uses 65 CNEL as the threshold for residential development, the County of Sacramento adopted an additional ordinance to disallow any residential development within the 60 CNEL of that airport as well. It is anticipated that the McClellan Airport Land Use Compatibility Plan will embrace this same methodology and only allow new residential development outside of the 60 CNEL noise exposure contour.

Therefore, the development of the McClellan Heights/Parker Homes area would result in the creation of new residential uses within an area which will constitute the homes being within the greatest level of noise exposure in the Sacramento region.

In order to address the state guidance suggesting consideration be given to aircraft overflights in areas beyond the normally mapped noise contours, methodology was developed to identify an Airport Planning Policy Area similar to that in effect at Mather Airport. This Airport Planning Policy Area is an area beyond the 60 CNEL noise exposure contour where residential development is allowed but requires the execution of an avigation easement. Utilization of the aircraft flight tracks from the Sacramento County Airport System's Airport Noise and Operations Monitoring System (ANOMS) identified an area where a representative sample of large aircraft (over 75,000 pounds) typically fly under 3,000 feet AGL (above ground level).

The Airport System recommends any McClellan Heights/Parker Homes approval action taken by the City of Sacramento include the following conditions: A disclosure of aircraft overflight and noise impacts with the initial sale of homes; and, the execution of a permanent Grant of Avigation and Noise Easements to Sacramento County which would attach to the property and remain in title with subsequent property transfers. The following comments support these recommendations. **5-3**

Summary of County Airport System Concerns

Approval of this project would facilitate residential and other noise-sensitive urban development below the flight tracks of aircraft using McClellan Field, resulting in potentially significant effects on human health and wellbeing.

Noise Considerations

The Sacramento County Grand Jury addressed the drawbacks of land use incompatibility near area airports in its Final 2001/2002 Report "Encroaching Land Use Imperils Sacramento's Airport System" (p. 42-51), published June 30, 2002. This report summarized some of the potential negative impacts as follows:

> The Grand Jury has concerns about the negative impact to the Sacramento County Airport System's current and future plans for operations, growth and development at both Sacramento International Airport and Mather Field as a result of planning, zoning and land use decisions made by local political bodies.
>
> Land use decisions made by the Board of Supervisors, County Planning Department and Commission, and the City of Sacramento may seriously affect both airports' operational status as well as future expansion plans. These decisions create a high probability for curfews, limited operations, restricted flight paths and the necessity of obtaining operational variances for continuation or expansion of air transit operations. **5-4**
>
> These decisions have and will continue to expose Sacramento International Airport, Mather Field and the taxpayers of Sacramento County to potential liability for damages from lawsuits brought against airport operations at both facilities. This liability arises from lawsuits that could be brought by surrounding commercial operations and residential homeowners in new developments allowed to build in close proximity to known and pre-existing major aviation facilities.

Though these remarks were primarily aimed at the land use decisions surrounding Sacramento International and Mather Airports, these considerations hold true for McClellan Field as well.

Although aircraft manufacturers have significantly reduced the noise levels of new aircraft over the past 20 years and airlines work hard to reduce noise impacts, aircraft noise remains an unwanted byproduct of aircraft operations. The Airport System does its part to minimize aircraft noise by working with aircraft operators, air traffic controllers, and concerned citizens to ensure the airport operates in as quiet a manner as possible.

5-4 cont'd

Thank you for considering the Airport System's request and comments. If you should have any questions, please feel free to contact me at 874-0704.

Sincerely,

Monica R. Newhouse
Manager, Airport Planning and Environment

C: G. Hardy Acree, Director of Airports,
Sacramento County Airport System

Diane McElhern, Deputy County Counsel
County of Sacramento

Carol Shearly, Director of Planning
City of Sacramento

RESPONSES TO LETTER 5

Monica R. Newhouse, Manager, Airport Planning and Environment, Sacramento County Airport System, County of Sacramento. July 13, 2007.

5-1: The commentor states that future residential development envisioned in the *McClellan Heights and Parker Homes Infrastructure and Land Use Plan* would be inconsistent with the current *McClellan Comprehensive Land Use Plan* (CLUP) since residences would be located inside the 65 CNEL noise contour. The commentor notes that this situation could result in a high probability of complaints from future homeowners in the Plan Area due to noise from aircraft overflights. The commentor also notes portions of State law pertaining to planning in the vicinity of airports.

The commentor's above-referenced statement about inconsistency is not a fair comparison since, as the commentor acknowledges on page 2 of the letter, the CLUP is being updated to reflect McClellan airfield's transition to civilian operations. Accordingly, the County's 2002 noise contour map shows that the entire Plan Area lies outside of the 65 CNEL noise contour. The *McClellan Heights and Parker Homes Infrastructure and Land Use Plan* was based on current noise contours, not the out-of-date contours that only apply to the airfield's now-defunct military operations.

5-2: The commentor provides background information about plans and policies specific to the McClellan airfield. It is noted that McClellan Airport's current CLUP (hereafter referred to by its updated title, *Airport Land Use Compatibility Plan*), was updated

in 1987 and last amended in 1992 when McClellan was operated as an Air Force base. The *Compatibility Plan* is currently being updated to reflect McClellan's current use as a civilian airfield. Review and adoption of the updated *Compatibility Plan* is the responsibility of SACOG, acting as the Airport Land Use Commission (ALUC), and is not anticipated until 2008, per a letter from SACOG to the City of Sacramento Department of Development Services dated August 10, 2007 (and included as Letter #7 in this section of the Final EIR).

The commentor notes that the 65 CNEL noise contour has been traditionally used as the criterion for land use planning purposes, but that the more restrictive 60 CNEL noise contour is currently applied as the noise threshold around Sacramento International Airport and Mather Airport. The commentor anticipates that the 60 CNEL contour will also be applied to the McClellan airfield with adoption of the forthcoming *Airport Land Use Compatibility Plan.*

As noted in Response 5-1 above, the *McClellan Heights and Parker Homes Infrastructure and Land Use Plan* was based on the County's 2002 noise contour map, not the out-of-date contours that only apply to the airfield's now-defunct military operations. As such, the Plan would allow residential uses within the 60 (to 65) noise contour, which is consistent with policies contained in the *California Airport Land Use Planning Handbook* referred to by the commentor.

Additionally, text on page 4.8-4 of the Draft EIR acknowledges that 65 CNEL is the upper limit of exposure for residences exposed to aircraft noise. The Draft EIR also notes, on page 4.8-

10, that residential development within the 60 CNEL has, historically, been permitted by the City of Sacramento, subject to proper notification requirements; that is, the current City policy is consistent with the current CLUP in this regard.

5-3: The commentor describes Airport Planning Policy Areas as those beyond the 60 CNEL noise exposure contour where residential development is allowed pursuant to execution of an avigation easement which would attach to a property's deed and remain in title with subsequent property transfers.

The City of Sacramento acknowledges this comment and will ensure that new development in the Plan Area will be compatible with the revised McClellan *Airport Land Use Compatibility Plan* when adopted in 2008. This is explicitly stated in the proposed Special Planning District (SPD) ordinance that would apply to all new development in the McClellan Heights and Parker Homes Plan Area. Specifically, the SPD notes that no new residential development requiring a discretionary permit or entitlement will be allowed within the 65 CNEL noise exposure contour, and new development in the 60 CNEL noise exposure contour would require recordation of a deed notice disclosing to current and future owners that the property is subject to overflights and associated noise from McClellan Airport.

Deed notice is also recognized by the *California Airport Land Use Planning Handbook* as appropriate property owner notification and that an avigation easement would apply if residential development would be allowed within the 65 CNEL contour.

Additionally, text on page 4.8-4 of the Draft EIR acknowledges that 65 CNEL is the upper limit of exposure for residences exposed to aircraft noise. The Draft EIR also notes, on page 4.8-10, that residential development within the 60 CNEL has, historically, been permitted by the City of Sacramento, subject to proper notification requirements; that is, the current City policy is consistent with the current CLUP in this regard.

As noted in Figure 4.8-1 of the Draft EIR and on page 4.8-19, the likely noise contours reflecting McClellan's civilian-centered operations, if adopted, would place the entire Plan Area outside of the 65 CNEL noise exposure contour, though large portions would be located within the 60 CNEL noise exposure contour. Furthermore, page 4.8-24 of the Draft EIR includes noise mitigation measures designed to ensure compliance with the City's interior noise regulations.

It is also noted that the current City of Sacramento General Plan and *North Sacramento Community Plan* both contain policies that acknowledge the 65 CNEL noise exposure contour, yet continue to encourage the development of new housing in the Plan Area.

5-4: The commentor includes findings pertaining to land use planning in the vicinity of County airports and possible effects on future airport expansion and lawsuits stemming from land use incompatibility near area airports. These comments are noted.

LETTER #6

Regional Transit

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

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

Administrative Office:
1400 29th Street
Sacramento, CA 95816
(916) 321-2800
(29th St. Light Rail Station/
Bus 36,38,50,67,68)

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

Public Transit Since 1973

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July 13, 2007

Scott Johnson
City of Sacramento
Environmental Planning Services
2101 Arena Boulevard, Suite 200
Sacramento, CA 95834

NAME OF DEVELOPMENT: McClellan Heights/Parker Homes Land Use and Infrastructure Plan

CONTROL NUMBER: M03-090

TYPE OF DOCUMENT: DEIR

The McClellan Heights/Parker Homes Land Use and Infrastructure Plan project proposes recommendations for land use changes from low density residential and light industrial uses to higher intensity residential mix-uses, with a 12-acre area remaining light industrial. The total site is 306 acres bounded by I-80 to the south, Bell Avenue to the north, McClellan Business Park to the east and Raley Boulevard to the west, with 13 acres south of 1-80.

Route 18 provides hourly neighborhood ride service to the area with connectivity to the Marconi light rail station. The EIR should note that the plan area is within a 1/4 mile of the Roseville Road light rail station; however, it does not have good pedestrian access to the station. **6-1**

Since transit related measures are recommended in the EIR for mitigation to reduce impacts on air quality, RT staff recommends the following items be considered:

- A pedestrian and bike connection to the light rail station;
- Transit information shall be displayed in a prominent location in the residential sales/rental office, through a homeowner's association, or with real estate transactions. Transit information shall be displayed in prominent locations for employees of businesses in the area. Please contact Devra Selenis, Marketing Department at (916) 321-2859 for more information. **6-2**
- Contact Robert Hendrix, RT Facilities (916) 649-2759 to determine if bus shelter pads shall be incorporated in the improvement designs. If determined appropriate (by RT) provide a bus shelter pad as directed.
- Project construction shall not cause impacts on transit service or pedestrian access to transit stops.

Thank you for the opportunity to comment. Please send any subsequent documents and hearing notices that pertain to this project as they become available. If you have further questions regarding these recommendations, please contact me at (916) 556-0513 or tcanfield@sacrt.com.

Sincerely,

Traci Canfield
Planner

c: RoseMary Covington, AGM of Planning and Transit System Development, RT
Don Smith, Senior Planner, RT
Robert Hendrix, Facilities Supervisor, RT
Devra Selenis, Senior Public Information Officer, RT

RESPONSES TO LETTER 6

Traci Canfield, Planner, Sacramento Regional Transit District. July 13, 2007.

6-1: The commentor notes that portions of the Plan Area are located within ¼-mile of the Roseville Road light rail station but that pedestrian access to this station is poor. Text to this effect has been added in Chapter 3 of this Final EIR. The comment does not question the adequacy of the Draft EIR or the analysis therein, and no further action is required with regard to the Draft or Final EIR.

6-2: The commentor lists a number of recommendations regarding access to transit stops, availability of transit information, and bus shelter design. These recommendations are noted.

LETTER #7

Sacramento Area Council of Governments

1415 L Street, Suite 300 Sacramento, CA 95814

tel: 916.321.9000
fax: 916.321.9551
tdd: 916.321.9550
www.sacog.org

Date: August 10, 2007

To: Scott Johnson, City of Sacramento Dept of Development Services

From: Greg Chew, Airport Land Use Commission/SACOG GRC

Re: Draft EIR for McClellan Heights consistency determination

I have reviewed the documentation for the Draft EIR for McClellan Heights/Parker Homes Special Planning District Land Use and Infrastructure Plan that you have provided. My comments serve on behalf of the Airport Land Use Commission (ALUC) for Sacramento County.

The SPD area falls within the area of influence for McClellan Field. The McClellan Comprehensive Land Use Plan (CLUP) regulates the compatibility between land use and airports. The current CLUP, last amended in December 1992, is the basis for the ALUC's consistency review. The geographic area within the McClellan Heights/Parker Homes SPD is inside the Area of Influence of the CLUP, and therefore, proposed development applications would be subject to this plan. The Attachment 1 shows the CLUPs policy areas.

There are two specific CLUP policies that affect the SPD: noise and safety. First, the entire SPD is within the 65 Community Noise Equivalent Level (CNEL) or higher (see Attachment 2). The CLUP does not allow any residential development in these noise levels. However, all other types of land use development are allowed. **7-1**

The second affected CLUP policy is safety. The SPA lies within one of the safety areas called the Overflight Zone, as shown in Attachment 1. The Overflight zone is less restrictive of the CLUP's three safety zones. The CLUP allows most land uses except for those that are may yield a highly combustible environment, such as petroleum refining, or rubber and plastic manufacturing. In addition, land uses that will yield very high concentrations of people are prohibited, such as regional shopping centers, elementary and secondary schools, colleges and universities, stadiums and arenas, and movie theaters. For the complete list of identified land uses that are allowed or not allowed, please refer to the CLUP. **7-2**

Please note that the CLUP is currently undergoing a revision and will be updated to reflect the change from a military air base to a civilian airfield. The SACOG Board of Directors will likely not review the updated Airport Land Use Compatibility Plan (it will no longer be referred to as a CLUP) until sometime in 2008. The new plan will regulate land use and airport compatibility matters. **7-3**

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

State law allows the local governing body (in this case the Sacramento County Board of Supervisors) to override the findings of the ALUC, if done in accordance with California Public Utilities Section 21676.5(a).

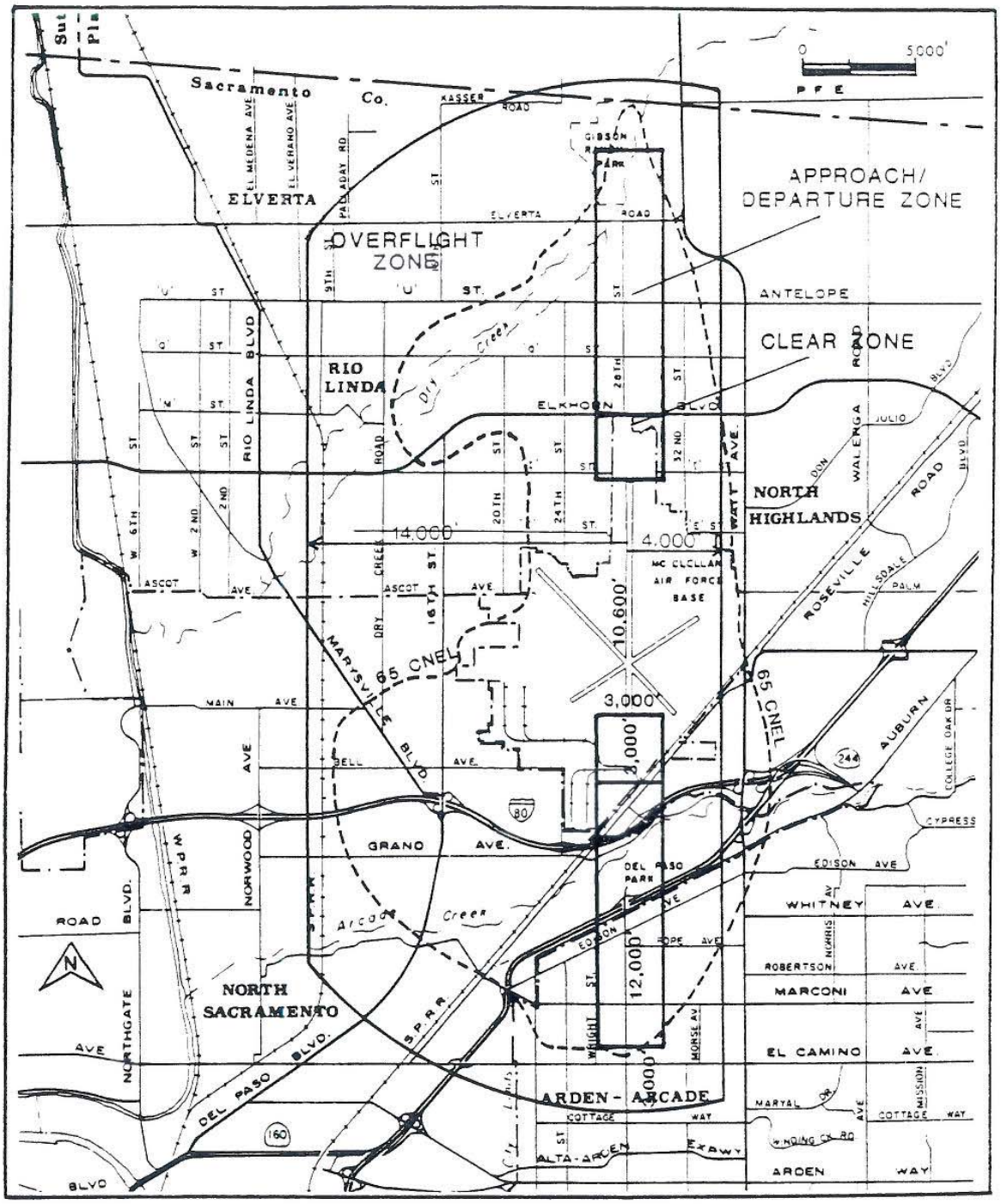
7-3 cont'd

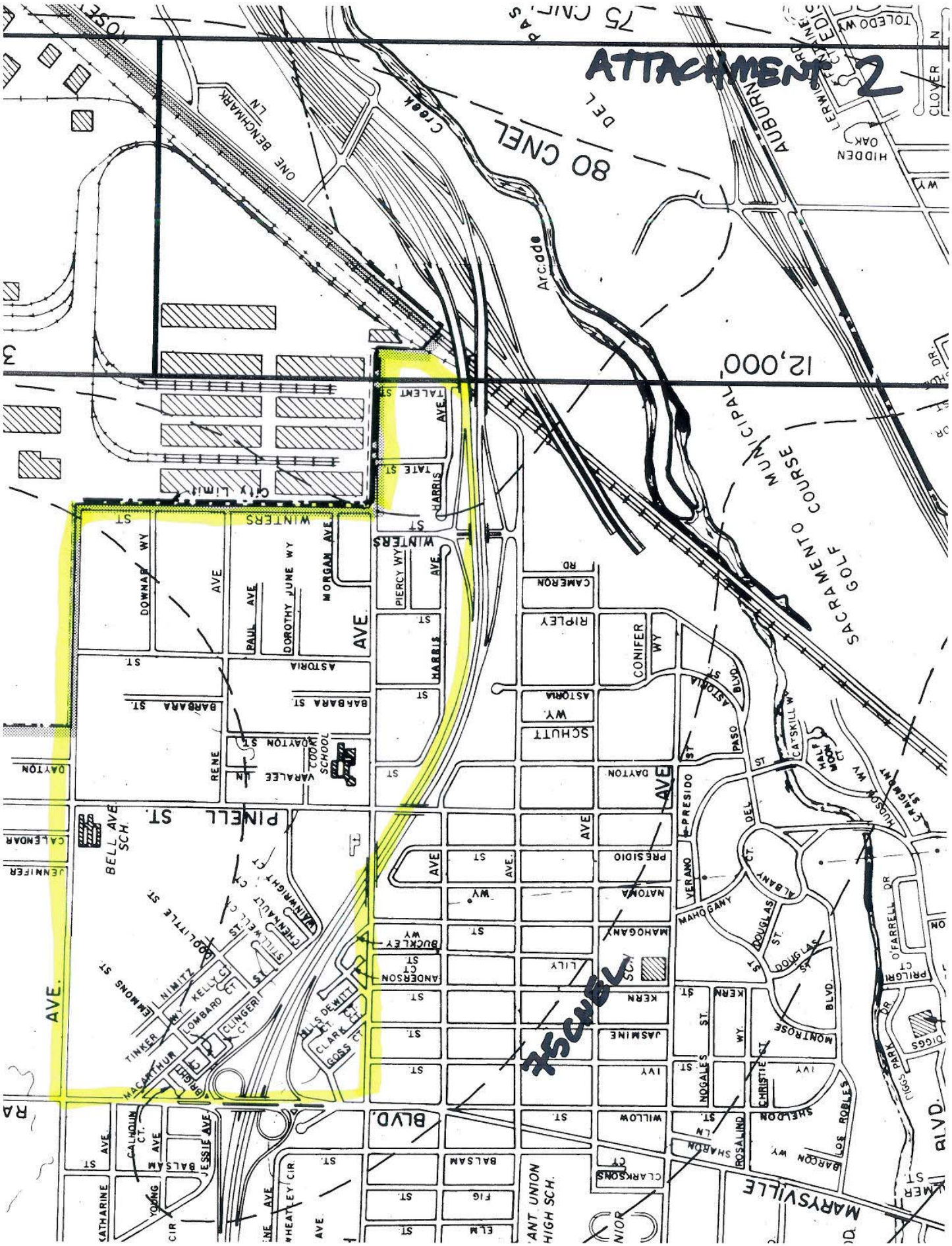
These are my preliminary comments on the SPD as it relates to the McClellan CLUP. If you have any questions, please feel free to contact me at (916) 340-6227.

ATTACHMENT 1

FIGURE 16

McCLELLAN AFB AREA OF INFLUENCE




ATTACHMENT 2
80 CNEL
12,000'
MUNICIPAL
SACRAMENTO COURSE
GOLF
AUBURN
Arcade
Creek
ONE BENCHMARK LN
TALENT ST
HARRIS
WINTERS
DOWNAR WY
PAUL AVE
DOROTHY JUNE WY
MORGAN AVE
PIERCY WY
CAMERON
RIPLEY
CONIFER WY
ASTORIA
BARBARA ST
DAYTON
SCHUTT
RENE
VARALEE LN
COOK SCHOOL
PINELL ST
BELL AVE SCH
PRESIDIO
NATOMA
MAHOGANY
LILY
BUCKLEY
ANDERSON CT
DEWITT CT
CLARK CT
GOSS CT
KERN
JASMINE
IVY
WILLOW
VERANO
ALBANY
DOUGLAS
MONTROSE
NOGALES
CHRISTIE
SHELDON
LOS ROBLES
SHARON
ROSALIND
BARCOM
CLARKSONS
MARYSVILLE
BLVD.
AVE.
ST
WY
CT
DR
LN
CIR
PRESIDIO GOLF COURSE
HALF MOON BAY
CRAGMONT
HUDSON
CATSKILL
PASO
DEL
O'FARRELL
PRILGAR
FIGGS PARK
BALSAM
FIG
ELM
CALHOUN
JESSIE AVE
YOUNG
KATHARINE
WHEATLEY CIR
ANT UNION HIGH SCH.
JENNIFER
CALENDAR
POPPY
SNOWDEN
LINNITZ
KELLY
LOMBARD
CLINGER
TINKER
MACARTHUR
BRIGHT
CHENNAULT
WAINWRIGHT
STILWELL
TOLEDO
CLOVER
HIDDEN OAK
DEL

RESPONSES TO LETTER *7*

Greg Chew, Airport Land Use Commission/SACOG, August 10, 2007.

7-1: This comment notes that two specific CLUP policies – noise and safety – will pertain to the Special Planning District (SPD), of which the McClellan Heights and Parker Homes Plan Area is a part. The existing CLUP does not permit residential development inside the 65 CNEL noise contour.

Please refer to Responses 5-1 through 5-3 earlier in this chapter; the current CLUP noise contours are out of date and the *McClellan Heights and Parker Homes Infrastructure and Land Use Plan*, based on current (2002) noise contours, does not propose residential development within the 65 CNEL contour.

7-2: The commentor states that the entire Plan Area lies within the Overflight Zone for McClellan airfield and that this is the least restrictive of the CLUP's three safety zones. Residential land uses are permitted in the Overflight Zone, but certain uses are prohibited.

To ensure compliance with the CLUP's Overflight Zone regulations, the proposed SPD ordinance includes the following provision: "B.1. Any proposed new construction or expansion of existing buildings or structure on property that is within the CLUP overflight zone must be consistent with CLUP land use compatibility guidelines for safety". Additionally, the Draft EIR anticipated these SPD provisions, as noted on page 4.8-12.

7-3: The commentor notes that the CLUP is currently undergoing revisions due to the transition of McClellan airfield from military to civilian operations. The resulting *Airport Land Use Compatibility Plan* will regulate land use and airport compatibility matters when adopted. This comment is noted.

6 MITIGATION MONITORING PROGRAM

This chapter contains a Mitigation Monitoring Program (MMP) for the *McClellan Heights and Parker Homes Land Use and Infrastructure Plan*. The MMP consists of Table 6-1, beginning on the following page.

The purpose of the MMP is to ensure the implementation of mitigation measures identified as part of the environmental review for the *McClellan Heights and Parker Homes Land Use and Infrastructure Plan,* and includes the following information:

- A list of mitigation measures (including any revisions resulting from the Final EIR)
- The party responsible for implementing the mitigation measures
- The timing and procedure for implementation of the mitigation measure
- The agency responsible for monitoring the implementation
- The monitoring action
- Verification of compliance

The City of Sacramento must adopt this Mitigation Monitoring Program, or an equally effective program, if it approves the *McClellan Heights and Parker Homes Land Use and Infrastructure Plan* with the mitigation measures included in the Final EIR. Public Resources Code sec. 21081.6(a) requires an agency to adopt a program for reporting or monitoring mitigation measures that were adopted or made conditions of Project approval.

TABLE 6-1 **MITIGATION MONITORING PROGRAM**

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Verification of Compliance
AIR QUALITY					
AIR-1a: Install clean technology wood-burning devices. All installed burning devices shall be an EPA/DOE Energy Star labeled gas fireplaces. No wood burning fireplaces or wood stoves shall be allowed.	Applicant/Developer	During construction and prior to final building permit	City Development Services Dept. (DSD)	Review and verify	
AIR-1b Implement additional innovative measures to reduce operational air quality impacts. There are a number of measures the SMAQMD recommends that can be incorporated into the design/operation of land uses in the Plan Area to provide additional reductions in the overall level of emissions. These measures include, but are not limited to, the measures identified in Table 4.2-10. (Note: some of the measures may already exist as City of Sacramento development standards. Any measures selected should be implemented to the fullest extent possible.)	Applicant/Developer	Prior to issuance of building permit	City DSD	Review of project application and plans	
AIR-2: Implement PM_{10} control measures. All construction documents shall ensure that the following measures are implemented during all phases of construction and demolition activities for development in the Plan Area.	Applicant/Developer	Prior to issuance of grading permit	City DSD	Review of grading plans	
♦ No more than 15 acres of the Plan site shall be graded in any one day.					
♦ Demolition contractors shall ensure that all exterior surfaces of buildings are wetted during building demolition activities. The material from any building demolition shall be completely wetted		During construction	City DSD and SMAQMD	Review of construction plans and site	

LTS = Less Than Significant S = Significant SU = Significant Unavoidable Impact

TABLE 6-1 **MITIGATION MONITORING PROGRAM** (CONTINUED)

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Verification of Compliance
during any period when the material is being disturbed, such as during the removal from the construction site. Demolition contractors shall ensure that all exterior surfaces of buildings are wetted during building demolition activities. The material from any building demolition shall be completely wetted during any period when the material is being disturbed, such as during the removal from the construction site. ♦ All piles of demolished material shall be wetted and covered until removed from the site. ♦ Maintain 2 feet of freeboard space on haul trucks. ♦ All operations shall expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. The use of dry brushes is expressly prohibited. ♦ Wheel washers for exiting trucks shall be installed or the wheels of all trucks and equipment leaving the site shall be washed off. ♦ Water all exposed soil with sufficient frequency as to maintain soil moistness.				inspection	
AIR-3a: Site future sensitive receptors as far as possible from major roads and McClellan Field. Such receptors should be sited in accordance with the SMAQMD's *Recommended Protocol for Evaluating the Location of Sensitive Land Uses Adjacent to Major Roadways*, and as far as possible from McClellan Field.	City	Review of development plans	City	Review	
AIR-4a: Reduce NOx emissions from off-road diesel-powered equipment. Construction plans for future developments in the Plan Area shall provide a plan, for approval by the lead agency and SMAQMD, demonstrating that the heavy-duty (>50 horsepower) off-	Applicant/Developer	Prior to issuance of grading permit	City DSD and SMAQMD	Verification of compliance (SMAQMD)	

LTS = Less Than Significant S = Significant SU = Significant Unavoidable Impact

TABLE 6-1 **MITIGATION MONITORING PROGRAM** (CONTINUED)

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Verification of Compliance
road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project-wide fleet average 20 percent NOx reduction and 45 percent particulate reduction compared to the most recent ARB fleet average at time of construction. A comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the construction project, shall be submitted to the lead agency and SMAQMD. The inventory shall include the horsepower rating, engine production year, and projected hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the construction project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the appropriate representative shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman.					

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TABLE 6-1 **MITIGATION MONITORING PROGRAM** (CONTINUED)

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Verification of Compliance
AIR-4b: Equip construction equipment with a Level 3 California Air Resources Board-verified diesel emission control system. The following measure shall be incorporated into construction documents as recommended by the SMAQMD: All applicable pieces (at least one piece) of diesel equipment used on a construction site during the demolition, earthmoving, and clearing stages of construction shall be fitted with a level 3 California Air Resources Board- verified diesel emission control system. Prior to the issuance of a demolition or grading permit, the construction contractor and/or applicant shall submit to SMAQMD and City of Sacramento a certified list of the non-road diesel powered construction equipment that will be retrofitted with emission control devices. For each non-road diesel powered piece of construction equipment that will *not* be retrofitted, the construction representative shall provide an explanation detailing why such measures are not employed. The list shall include: (1) the equipment number, type, make, and contractor/sub-contractor name; and (2) the emission control device make, model and EPA or CARB verification number. If any diesel powered non-road construction equipment is found to be in non-compliance with this specification, the contractor will be issued a Notice of Non-Compliance and given a 24-hour period in which to bring the equipment into compliance or remove it from the project.	Applicant/Developer	Prior to issuance of grading permit	City DSD and SMAQMD	Verification of compliance (SMAQMD)	
AIR-4c: Control visible emissions from off-road diesel-powered equipment. Construction documents for future developments in the Plan Area shall ensure that emissions from all off-road diesel-powered equipment used on the construction site do not exceed 40 percent	Applicant/Developer	Prior to issuance of grading permit	City DSD and SMAQMD	Verification of compliance (SMAQMD)	

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TABLE 6-1 **MITIGATION MONITORING PROGRAM** (CONTINUED)

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Verification of Compliance
opacity for more than 3 minutes in any 1 hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the lead agency and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. The SMAQMD and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this section shall supersede other SMAQMD or State rules or regulations.					
AIR-4d Contribute off-site mitigation fees to the SMAQMD. If control measures contained in Mitigation Measures AIR-4a through AIR-4c are not sufficient to reduce mitigated construction emissions below SMAQMD threshold levels, as shown in Table 4.2-4, future construction representatives shall ensure that off-site mitigation fees are paid to the SMAQMD for construction-related NOx emissions in excess of the SMAQMD's NOx threshold.	Applicant/Developer	Prior to issuance of grading permit	City DSD and SMAQMD	Verification of compliance (SMAQMD)	
AIR-5a: Reduce NOx emissions from off-road, diesel-powered equipment (see Mitigation Measure AIR-4a).	Applicant/Developer	Prior to issuance of grading permit	City DSD and SMAQMD	Verification of compliance (SMAQMD)	

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TABLE 6-1 **MITIGATION MONITORING PROGRAM** (CONTINUED)

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Verification of Compliance
AIR-5b: Equip construction equipment with a Level 3 California Air Resources Board-verified diesel emission control system (see Mitigation Measure AIR-4b).	Applicant/Developer	Prior to issuance of grading permit	City DSD and SMAQMD	Verification of compliance (SMAQMD)	
AIR-5c: Control visible emissions from off-road, diesel-powered equipment (see Mitigation Measure AIR-4c).	Applicant/Developer	Prior to issuance of grading permit	City DSD and SMAQMD	Verification of compliance (SMAQMD)	
BIOLOGICAL RESOURCES					
BIO-1a: Retain biologists to conduct baseline biological surveys. (Note that this mitigation measure is applicable to all impacts identified in this section. Reference is therefore made to this measure in the discussion of IMPACT BIO-2 through IMPACT BIO-7.) Future development proponents shall retain a qualified biologist to conduct baseline biological surveys on undeveloped lands within the Plan Area. Once the preliminary development plans are available and property access has been obtained, the biologist would conduct baseline surveys to document the presence or absence of the following resources and support future permitting efforts: special-status wildlife species (as identified in Table 4.3-2), waters of the United States (including wetlands), non-special status nesting raptors and migratory birds species, and heritage trees that are subject to the City's tree ordinance.	Applicant/Developer	Prior to issuance of grading permit	City DSD	If necessary, compliance with requirements of issued permits	

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TABLE 6-1 **MITIGATION MONITORING PROGRAM** (CONTINUED)

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Verification of Compliance
As part of this measure, the biologist shall coordinate with the appropriate resource agencies (e.g. DFG, USFWS, and USACE) to determine the appropriate level of survey and the timing for the surveys. Biological resources documented on the undeveloped parcels shall be provided to development proponents in a letter report and shall be used to support proposed development plans and State and federal permit acquisition. If sensitive biological resources are located during the field surveys, the appropriate mitigation measures would be implemented to avoid, minimize, or compensative for *potentially significant* impacts (these specific mitigation measures are described below for each resource-specific impact).					
BIO-1b: Obtain and implement conditions of federal permits for impacts on jurisdictional wetlands. If the USACE determines that the seasonal wetlands are not isolated and therefore are jurisdictional, future development proponents shall obtain the appropriate state and federal necessary permits to conduct activities in waters of the United States (jurisdictional wetlands) before finalized construction of any of the infill development associated with public and private development within the Plan Area. Discharge of fill into jurisdictional wetlands will require a Section 404 permit from the Corps and Section 401 certification from the Regional Water Quality Control Board (RWQCB). All conditions that are attached to the State and federal permits shall be implemented. The conditions shall be clearly identified in the construction plans and specifications and monitored during and after construction to ensure compliance.	Applicant/Developer	Prior to issuance of grading permit	City DSD	If necessary, compliance with requirements of issued permits	

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TABLE 6-1 **MITIGATION MONITORING PROGRAM** (CONTINUED)

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Verification of Compliance
If the USACE determines that the wetlands are not jurisdictional, then the development proponent shall consult directly with the USFWS, prepare an HCP, and obtain authorization for the proposed development under Section 10 of the federal ESA.					
BIO-1c: If the seasonal wetlands are determined to support habitat for federally listed invertebrates, future development proponents shall compensate for direct and indirect impacts to potential habitat for federally listed vernal pool fairy shrimp and tadpole shrimp. The development proponent shall preserve and create additional habitat for these species using USFWS-approved compensation ratios as described below. ♦ Future development proponents shall preserve suitable habitat at a ratio of 2:1 (2 acres preserved for every 1 acre of habitat directly or indirectly affected). Preservation credits must be acquired from an USFWS-approved mitigation bank or conservation area. ♦ Future development proponents shall create suitable habitat at a 1:1 ratio (1 acre created for every acre of habitat directly affected). Creation credits must be acquired from an USFWS-approved mitigation bank or conservation area. Final compensation requirements and mitigation ratios for the Plan would be determined through consultation with the USFWS. The exact cost to purchase preservation and creation credits for development-related impacts would be determined at the time of purchase. Mitigation credits shall be purchased and/or a conservation area and management plan would be established prior to any ground disturbing activities, including grading, within the Plan Area.	Applicant/Developer	Prior to issuance of grading permit	City DSD	If necessary, compliance with requirements of issued permits	

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TABLE 6-1 **MITIGATION MONITORING PROGRAM** (CONTINUED)

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Verification of Compliance
BIO-2a: Retain biologists to conduct baseline biological surveys, as described in Mitigation Measure 1a.	Applicant/Developer	Prior to issuance of grading permit	City DSD	If necessary, compliance with requirements of issued permits	
BIO-2b: Obtain and implement conditions of federal permits for impacts on jurisdictional wetlands.	Applicant/Developer	Prior to issuance of grading permit	City DSD	If necessary, compliance with requirements of issued permits	
BIO-3a: Retain biologists to conduct baseline biological surveys, as described in Mitigation Measure 1a.	Applicant/Developer	Prior to issuance of grading permit	City DSD	If necessary, compliance with requirements of issued permits	

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TABLE 6-1 **MITIGATION MONITORING PROGRAM** (CONTINUED)

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Verification of Compliance
BIO-3b: Avoid the elderberry shrub by establishing a minimum 20-foot-wide buffer around the elderberry shrub that occurs adjacent to the work zone. If elderberry shrubs that provide potential habitat for VELB (shrubs with stems 1 inch or greater in diameter) are located within the Plan Area and could be affected by proposed development activities, the project applicant shall determine if the shrub(s) can be avoided. If the shrub can be avoided, the project applicant shall require that the shrub be protected during construction by establishing a 20-foot-wide buffer and fencing around the elderberry shrub. This fencing is intended to prevent encroachment by construction vehicles and personnel. No construction activity, including grading, shall be allowed until this condition is satisfied. No grading, clearing, storage of equipment or machinery, or other disturbance or activity may occur until a representative of the City has inspected and approved all temporary construction fencing. The fencing and a note reflecting this condition shall be shown on the construction specifications.	Applicant/Developer	Prior to issuance of grading permit	City DSD	If necessary, compliance with requirements of issued permits	
BIO-3c: Transplant elderberry shrubs that occur within the Plan Area and would be directly affected (removed) by a proposed development. If the habitat for VELB cannot be avoided (as described in Mitigation Measure BIO-3b, the development proponent shall evaluate whether or not transplantation of the shrub(s) is feasible. As part of this measure (and either the Section 7 or Section 10 permit from the USFWS), the project applicant shall ensure that any elderberry shrub that shall be directly affected (removed) by construction activities is transplanted to a USFWS-approved	Applicant/Developer	Prior to issuance of grading permit	City DSD and the U.S. Fish and Wildlife Services	If necessary, compliance with requirements of issued permits	

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TABLE 6-1 **MITIGATION MONITORING PROGRAM** (CONTINUED)

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Verification of Compliance
conservation area or mitigation bank in accordance with the USFWS Conservation Guidelines. The closest USFWS-approved mitigation site is the Wildlands, Inc. River Ranch Conservation Bank located in Yolo County. The elderberry shrub shall be transplanted when it is dormant (after it loses its leaves) in the period starting approximately in November and ending in the first two weeks of February. A qualified specialist familiar with elderberry shrub transplantation procedures shall supervise the transplanting. The location of the conservation area transplantation site shall be approved by USFWS before removal of the elderberry shrub. The transplanting procedure entails the following steps: ♦ The affected shrub shall be cut back 3 to 6 feet above the ground or up to 50 percent of its height, whichever is greater. ♦ The shrub shall be removed using suitable equipment, taking as much of the root system as possible, wrapping the root ball in burlap and securing it with wire, and dampening the burlap with water to keep the roots wet. ♦ The shrub shall be replanted immediately at the mitigation site in holes of adequate size with the root ball planted so that its top is level with the existing ground. The soil will be compacted around the roots. The planting area must be at least 1,800 square feet. ♦ The shrub shall have its own water retention basin measuring 3 feet in diameter with a continuous berm measuring					

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TABLE 6-1 **MITIGATION MONITORING PROGRAM** (CONTINUED)

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Verification of Compliance
approximately 8 inches wide at the base and 6 inches high. The soil around the shrubs shall be saturated with water. The shrubs should be monitored and watered accordingly.					
BIO-3d: As part of the Biological Opinion (Section 7) or HCP (Section 10), private developer shall compensate for direct impacts (i.e. transplanting of one elderberry shrub) on all elderberry stems measuring 1 inch or more at ground level (i.e. VELB habitat). Compensation shall include replacement plantings of elderberry seedlings or cuttings and associated native plantings in a USFWS-approved conservation area or mitigation bank, at a ratio between 1:1 and 8:1 (ratio of new plantings to affected stems), depending on the diameter of the stem at ground level, the presence or absence of exit holes, and whether the shrub is located in riparian habitat. Compensation for VELB habitat shall include either establishing a USFWS-approved VELB conservation area or purchasing VELB credits at a USFWS-approved mitigation bank. As stated above, the closest USFWS-approved mitigation site is the Wildlands, Inc., River Ranch Conservation Bank located in Yolo County. The exact cost to establish a mitigation site at the approved mitigation site shall be determined at the time of purchase. The final amount and final location of this mitigation shall be determined through consultation with the USFWS and will be outlined in the Biological Opinion or HCP.	Applicant/Developer	Prior to issuance of grading permit	City DSD and the US Fish and Wildlife Services	Written verification of compliance	
BIO-4a: Retain biologists to conduct baseline biological surveys, as described in Mitigation Measure 1a.	Applicant/Developer	Prior to issuance of grading permit	City DSD	If necessary, compliance with	

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TABLE 6-1 **MITIGATION MONITORING PROGRAM** (CONTINUED)

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Verification of Compliance
				requirements of issued permits	
BIO-4b: If construction is scheduled to occur during the Swainson's hawk breeding season (generally March 1 through August 15), the project applicant shall retain a qualified wildlife biologist to conduct preconstruction surveys for nesting Swainson's hawks. If no Swainson's hawks are found nesting within the areas surveyed, then no further nest-site protection mitigation is required. If Swainson's hawks are found nesting on or adjacent to the construction site, DFG shall be consulted to determine if a no-disturbance buffer would be required until after the young have fledged (as determined by a qualified wildlife biologist). Impact avoidance measures shall be conducted pursuant to DFG's 1994 staff report.	Applicant/Developer	Prior to issuance of grading permit	City DSD	Review and verify surveys	
BIO-4c: If the biologist determines that there is suitable foraging habitat within the undeveloped lots in the Plan Area (as part of Mitigation Measure BIO-1a), future development proponents shall implement the recommendations described in the report published by DFG in 1994. This report recommends mitigation for the removal of suitable Swainson's hawk foraging habitat, at a ratio determined by the distance to the nearest active nest. The mitigation shall be accomplished either by developing a project-specific mitigation agreement that would be submitted to CDFG for approval or by purchasing Swainson's hawk mitigation credits at a DFG-approved mitigation bank.	Applicant/Developer	Prior to issuance of grading permit	City DSD	Receive written verification of purchase agreement.	

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TABLE 6-1 **MITIGATION MONITORING PROGRAM** (CONTINUED)

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Verification of Compliance
BIO-5a: Retain biologists to conduct baseline biological surveys, as described in Mitigation Measure 1a.	Applicant/Developer	Prior to issuance of grading permit	City DSD	If necessary, compliance with requirements of issued permits	
BIO-5b: Implement the California Department of Fish and Game guidelines for burrowing owl mitigation. If active burrowing owls are detected during the biological baseline surveys (described as part of Mitigation Measure BIO-1a), the following measures shall be implemented by the development proponent. ♦ Occupied burrows shall not be disturbed during the nesting season (February 1–August 31). ♦ When destruction of occupied burrows is unavoidable outside the nesting season (September 1-January 31), unsuitable burrows shall be enhanced (enlarged or cleared of debris) or new burrows created (installing artificial burrows) at a ratio of 2:1 on protected lands approved by DFG. Newly created burrows shall follow guidelines established by DFG. If owls must be moved away from the project construction areas, passive relocation techniques (e.g. installing one-way doors at burrow entrances) shall be used instead of trapping. At least one week will be necessary to accomplish passive relocation and allow owls to acclimate to alternate burrows. If active burrowing owl burrows are found and the owls must be	Applicant/Developer	Prior to issuance of grading permit and concurrent with grading and construction activities	City DSD in coordination with the Dept. of Fish and Game	If necessary, review and approve biologist's report and verify compliance with DFG protocols	

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TABLE 6-1 **MITIGATION MONITORING PROGRAM** (CONTINUED)

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Verification of Compliance
relocated, the development proponent shall offset the loss of foraging and burrow habitat in the project construction area(s) by acquiring and permanently protecting a minimum of 6.5 acres of foraging habitat per occupied burrow identified in the project construction area(s). The protected lands should be located adjacent to the occupied burrowing owl habitat in the project construction area or at another occupied site near the project construction area. The location of the protected lands shall be determined in coordination with DFG. The development proponent shall also prepare a monitoring plan, and provide long-term management and monitoring of the protected lands. The monitoring plan shall specify success criteria, identify remedial measures, and require an annual report to be submitted to DFG. If avoidance is the preferred method of dealing with potential impacts, no disturbance shall occur within 160 feet of occupied burrows during the nonbreeding season (September 1–January 31) or within 250 feet during the breeding season. Avoidance also requires that at least 6.5 acres of foraging habitat (calculated based on an approximately 300-foot foraging radius around an occupied burrow), contiguous with occupied burrow sites, be permanently preserved for each pair of breeding burrowing owls or single unpaired resident bird. The configuration of the protected site shall be submitted to DFG for approval.					
BIO-6a: Retain biologists to conduct baseline biological surveys, as described in Mitigation Measure 1a.	Applicant/Developer	Prior to issuance of grading permit	City DSD	If necessary, compliance with requirements	

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TABLE 6-1 **MITIGATION MONITORING PROGRAM** (CONTINUED)

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Verification of Compliance
				of issued permits	
BIO-6b: Avoid disturbance of tree-, shrub- or ground-nesting white-tailed kite, Northern harrier, loggerhead shrike, and non-special-status migratory birds and raptors. The private developer shall implement one of the following measures, depending on the specific construction timeframes within the undeveloped areas of the Plan Area, to avoid disturbance of tree-, shrub- or ground-nesting white-tailed kites, northern harriers, loggerhead shrikes, and non-special-status migratory birds and raptors. ♦ If construction activities are scheduled to occur during the breeding season for these species (generally between March 1 and August 15), a qualified wildlife biologist shall be retained to conduct the following focused nesting surveys within the appropriate habitat. ♦ Tree- and shrub-nesting surveys shall be conducted in riparian and oak woodland habitats within or adjacent to the construction area to look for white-tailed kite, loggerhead shrike, and other non-special-status migratory birds and raptors.	Applicant/Developer	Prior to issuance of grading permit	City DSD	Review and verify surveys	

(continued, next page)

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TABLE 6-1 **MITIGATION MONITORING PROGRAM** (CONTINUED)

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Verification of Compliance
♦ Ground-nesting surveys shall be conducted in non-native annual grasslands for northern harrier and other non-special-status migratory birds. ♦ The surveys should be conducted within one week before initiation of construction activities and at any time between March 1 and August 15. If no active nests are detected, then no additional mitigation is required. If surveys indicate that migratory bird or raptor nests are found in any areas that would be directly affected by construction activities, a no-disturbance buffer shall be established around the site to avoid disturbance or destruction of the nest site until after the breeding season or after a wildlife biologist determines that the young have fledged (usually late June to mid-July). The extent of these buffers shall be determined by a wildlife biologist, and will depend on the level of noise or construction disturbance, line of sight between the nest and the disturbance, ambient levels of noise and other disturbances, and other topographical or artificial barriers. These factors should be analyzed to make an appropriate decision on buffer distances. If construction activities begin before the breeding season (i.e. begin between August 16 and February 28) (pre-existing construction), then construction can proceed until it is determined that an active migratory bird or raptor nest would be subject to abandonment as a result of construction activities. Pre-existing construction activities are assumed to be "full force," including site grading and infrastructure development; activities that technically initiate construction but are					

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TABLE 6-1 **MITIGATION MONITORING PROGRAM** (CONTINUED)

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Verification of Compliance
minor would not be considered full force. Optimally, all necessary vegetation removal should be conducted before the breeding season (generally between March 1 and August 15) so that nesting birds or raptors would not occur in the construction area during construction activities. If any birds or raptors nest in the project vicinity under pre-existing construction conditions, then it is assumed that they are habituated (or will habituate) to the construction activities. Under this scenario, the preconstruction survey described previously should still be conducted on or after March 1 to identify any active nests in the vicinity and active sites should be monitored by a wildlife biologist periodically until after the breeding season or after the young have fledged (usually late June to mid-July). If active nests are identified on or immediately adjacent to a development site, then all nonessential construction activities (e.g. equipment storage and meetings) should be avoided in the immediate vicinity of the nest site, but the remainder of construction activities may proceed.					
BIO-7a: Retain biologists to conduct baseline biological surveys, as described in Mitigation Measure 1a.	Applicant/Developer	Prior to issuance of grading permit	City DSD	Review and verify surveys	
BIO-7b: Comply with the City's tree ordinance. If any heritage trees are located during the biological baseline surveys (described as part of Mitigation Measure BIO-1a) and could be impacted by the Plan, the development proponent shall comply with the City's tree ordinance requirements.	Applicant/Developer	Prior to issuance of grading permit and concurrent with grading and construction activities	City DSD and City Urban Forest Services (UFS)	Review of apps and project plans and site inspection	

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TABLE 6-1 **MITIGATION MONITORING PROGRAM** (CONTINUED)

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Verification of Compliance
The ordinance states that during construction activity on any property on which a heritage tree is located, unless the express written permission of the director is first obtained, no person shall: ♦ Change the amount of irrigation provided to any heritage tree from that which was provided prior to the commencement of construction activity; ♦ Trench, grade, or pave into the dripline area of a heritage tree; ♦ Change, by more than two (2) feet, grade elevations within thirty (30) feet of the dripline area of a heritage tree; ♦ Park or operate any motor vehicle within the dripline area of any heritage tree; ♦ Place or store any equipment or construction materials within the dripline area of any heritage tree; ♦ Attach any signs, ropes, cables or any other items to any heritage tree; ♦ Cut or trim any branch of a heritage tree for temporary construction purposes; or ♦ Place or allow to flow into or over the dripline area of any heritage tree any oil, fuel, concrete mix or other deleterious substance.					
NOISE					
NOISE-1: New residences shall be designed such that interior noise from traffic or aircraft does not exceed 45 L_{dn} in habitable rooms or an instantaneous maximum of 50 dBA in bedrooms or 55 dBA in	Applicant/Developer	Prior to issuance of building permit	City DSD	Review and approve construction	

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TABLE 6-1 **MITIGATION MONITORING PROGRAM** (CONTINUED)

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Verification of Compliance
habitable rooms. Where feasible, new residences shall be designed such that traffic noise at outdoor use areas does not exceed 60 L_{dn}. This mitigation measure applies to the entire Plan Area , including properties within the 60 CNEL aircraft noise contour. Treatments that can be implemented to achieve these performance standards include, but are not limited to the following: ♦ Placement of solid walls, earth berms, or building structures between roadways and outdoor use areas. ♦ Use of acoustically rated doors and windows. ♦ Placement of non-sensitive rooms (laundry rooms, garages, etc) adjacent to roadways. In addition to the mitigation measures noted above, for areas inside the 60 CNEL aircraft noise contour, additional soundproofing features should be incorporated into the project including, but not limited to, the following: ♦ Use of acoustically rated doors and windows; and ♦ Use of upgraded acoustical insulation for walls and roofs that may include placement of additional gypsum board or other noise-attenuating materials in walls and roofs. Prior to the issuance of building permits, the applicant must provide to the City a report from a certified acoustical design professional that details how dwelling units within the Plan Area will achieve the noise level standards listed above. The report shall also address how exterior noise will be reduced to 60 L_{dn} or less, where feasible. If				plans	

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TABLE 6-1 **MITIGATION MONITORING PROGRAM** (CONTINUED)

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Verification of Compliance
reduction of noise to less than 60 L_{dn} is not feasible, the report shall provide a detailed explanation as to why.					
NOISE-2: New residential development within the 60 CNEL McClellan Airport noise exposure contour shall require notification. This may take the form of requiring developments requesting tentative maps or other development approvals to provide formal written disclosures, recorded deed notices, or in the Public Report prepared by the California Department of Real Estate disclosing the fact to prospective buyers that the parcel is located within the 60 CNEL noise contour of the McClellan Airport Planning Policy Area and is subject to periodic excessive noise from aircraft overflights.	City DSD	New development applications within the Plan area	City DSD	Verify project as conditioned	
NOISE-3: Employ the following noise-reducing construction practices and additional time-of-day restrictions: ♦ Construction noise shall be limited as follows: • 55 dBA between the hours from 6:00 p.m. to 10:00 p.m. and 50 dBA between the hours of 10:00 p.m. to 7:00 a.m. Monday through Saturday. • 55 dBA between the hours from 6:00 p.m. to 10:00 p.m. and 7:00 a.m. to 9:00 a.m. and 50 dBA for all other hours on Sunday. ♦ Measures that can be used to limit noise include but are not limited to, the following: • Locating equipment as far as practicable from noise sensitive uses; • Requiring that all construction equipment powered by gasoline or diesel engines have sound-control devices that are at least as effective as those originally provided by the	Applicant/Developer	During construction activities	City DSD	Verify compliance with noise ordinance and site inspection	

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TABLE 6-1 **MITIGATION MONITORING PROGRAM** (CONTINUED)

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Verification of Compliance
manufacturer and that all equipment be operated and maintained to minimize noise generation; • Prohibiting gasoline or diesel engines from having unmuffled exhaust; • Selecting haul routes that affect the fewest people; • Using noise-reducing enclosures around noise-generating equipment; and • Constructing barriers between noise sources and noise-sensitive land uses or taking advantage of existing barrier features (terrain, structures) to block sound transmission.					
TRAFFIC AND CIRCULATION					
TRAF-1: Winter Street/Interstate 80 Westbound Ramps: provide a dedicated, southbound right turn lane which will result in one right turn lane and two through lanes on the southbound approach. This mitigation measure could be accomplished by modifying the north leg of the intersection to widen the existing roadway and re-stripe the travel lanes. Implementation of this mitigation measure would result in LOS D (48.4 seconds of delay) in AM peak hour and LOS C (28.1 seconds of delay) in the PM peak hour. Analysis sheets for the "with mitigation scenario" are included in Appendix C. After adopting the Plan, the City will implement the Plan by studying the feasibility and then developing an appropriate funding mechanism and/or including the costs as part of the Capital Improvement Program to provide for the recommended infrastructure improvements.	City Department of Transportation (DOT)	When warranted	DOT		
TRAF-2: Winter Street/Interstate 80 Eastbound Ramps: provide a dedicated, northbound right turn lane which would result in two	DOT	When warranted	DOT		

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TABLE 6-1 **MITIGATION MONITORING PROGRAM** (CONTINUED)

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Verification of Compliance
through lanes and one right turn lane on the northbound approach. Implementation of this mitigation measure would result in LOS C (26.6 seconds of delay) in the AM peak hour and LOS C (32.9 seconds of delay) in the PM peak hour. Analysis sheets for the "with mitigation scenario" are included in Appendix C. After adopting the Plan, the City will implement the Plan by studying the feasibility and then developing an appropriate funding mechanism and/or including the costs as part of the Capital Improvement Program to provide for the recommended infrastructure improvements.					
UTILITIES					
UTIL-1: The City should calibrate and run its hydraulic water model for the Plan Are to determine the extent of improvements that would be required for new development anticipated for the Plan. Also, implement the recommendations in the McClellan Heights and Parker Homes Land Use and Infrastructure Plan which include (1) replace existing 4-inch and 6-inch mains with 8-inch plastic mains; (2) replace existing 8-inch steel mains with 12-inch plastic mains; (3) upgrade existing services to copper. Additionally, perform a study to determine of the capacity of the Bell Avenue pump station will need to be upgraded, and upgrade the facility if warranted. Cost estimates based on Plan buildout are contained in the McClellan Heights and Parker Homes Land Use and Infrastructure Plan.	City Dept. of Utilities (DOU)	As warranted	DOU		

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