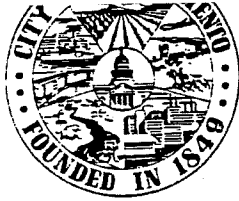


ATTACHMENT C



NEGATIVE DECLARATION

The City of Sacramento, California, a municipal corporation, does prepare, make, declare, and publish this Negative Declaration for the following described project:

Northpointe Park (P96-058)

- A. Negative Declaration
- B. Mitigation Monitoring Plan
- C. Development Agreement between City and Valley Land Company Investors
- D. General Plan Amendment to make modifications to the land uses on 945.7± gross acres; specifically to delete 164.4 net acres of golf course uses designated Parks, Recreation and Open Space, 39.6± acres of Medium Density Residential (16-29 dwelling units per net acre), and 2.5± acres of detention basin designated Water and to add 139.7± acres of Low Density Residential (4-15 du/na), 71.8± acres of community parks designated Parks, Recreation, and Open Space, 8.5± acres of other open space uses designated Parks, Recreation, and Open Space, and 2.6± acres of institution uses designated Public/ Quasi-Public/ Miscellaneous
- E. North Natomas Community Plan Amendment to make modifications to the land uses on 945.7± acres; specifically to delete 164.4 net acres of Golf Course, 39.6± acres of High Density Residential (11-29 dwelling units per net acre, target=22 du/na), 16.0± acres of Medium Density Residential (7-21 dwelling units per net acre, target=12 du/na), and 2.5± acres Detention Basin and to add 155.7± acres Low Density Residential (3-10 du/na, target=7 du/na); 71.8± acres Parks, 8.5± acres open space, and 2.6± acres Institution uses
- F. Rezone of 945.7± gross acres from 573.9± gross acres Standard Single Family Planned Unit Development (R-1-PUD), 167.8± gross acres Single Family Alternative-PUD (R-1A-PUD), 159.7± gross acres Multi-Family-PUD (R-2B-PUD), and 44.3± gross acres Agriculture Open Space-PUD (AOS-PUD) to 349.0± gross acres R-1-PUD, 282.0± gross acres R-1A-PUD, 17.5± gross acres Single Family or Two Family-PUD (R-1B-PUD), 81.5± gross acres Multi-Family-PUD (R-2A-PUD), and 52.7± gross acres Multi-Family-PUD (R-3-PUD), 12.3± gross acres Limited Commercial-PUD (C-1-PUD), 9.2± gross acres Shopping Center-PUD (SC-PUD), and 141.5± gross acres Agriculture Open Space (AOS-PUD)
- G. PUD Designation for Northpointe Park consisting of 945.7± gross acres including portions of 3 neighborhoods in North Natomas: Neighborhood #11 (northern portion of the site); Neighborhood #12 (central portion of the site); and Neighborhood #13 (southern portion of the site)
- H. Tentative Master Parcel Map to subdivide 10 parcels totaling 945.7± gross acres into 73 master parcels consisting of 21 low density, single family residential parcels; 16 medium density, single family residential parcels; 8 medium density, multi-family residential parcels, 6 high density multi-family residential parcels, 3 convenience commercial parcels, 1 neighborhood commercial parcel, 5 park parcels, 2 open space parcels for the agricultural buffer along Elkhorn Boulevard, 3 elementary school parcels, 1 junior high school parcel, 1 parcel for a community center, 1 parcel for a fire station, 2 parcels for day care centers, 2 parcels for detention basins, and 1 parcel for civic - utilities use
- I. Tentative Map to subdivide 73 proposed master parcels totaling 945.7± gross acres into 3,575 lots consisting of 3,532 single family residential lots on 602.7± gross acres (557.4± net acres) (including low and medium density single family lots); 8 medium density, multi-family lots (863 units); 6 high density, multi-family lots (1,158 units); 3 convenience commercial lots; 1 neighborhood commercial lot; 5 park parcels; 9 open space parcels (2 agricultural buffer lots along Elkhorn, 3 parcels for the bike trail adjacent to the East Drain, and 4 landscape parcels along Del Paso Road); 3 elementary school lots; 1 junior high school lot; 1 lot for a community center; 1 lot for a fire station; 2 parcels for day care centers; 2 parcels for detention basins; and 1 parcel for civic utilities uses.
- J. Subdivision Modification to allow the modification of street standards related to 90 degree elbows; greater than 100 degree and less than 80 degree elbows; wide-mouth cul-de-sacs; rolled versus vertical curbs in the single family residential area; and right of way width and improvement design for streets within the proposed Northpointe Park subdivision.

The City of Sacramento, Department of Planning and Development, has reviewed the proposed project and has determined that the project, with

mitigation measures, as identified in the attached Initial Study, as resolved, will not have a significant effect on the environment. An Environmental Impact Report is not required pursuant to the Environmental Quality Act of 1970 (Division 13 of the Public Resources Code of the State of California).

This environmental review process and Negative Declaration filing is pursuant to Title 14, Division 6, Chapter 3, Article 6, Section 15070 of the California Administrative Code and pursuant to the Sacramento Local Environmental Regulations (Resolutions 78-171) adopted by the City of Sacramento and pursuant to the Sacramento City Code, Chapter 63.

A copy of this document may be reviewed/obtained at the City of Sacramento, Department of Planning and Development, Planning Division, 1231 "I" Street, 3rd Floor, Sacramento, California 95814.

City of Sacramento, California
A Municipal Corporation

P96-058- Northpointe Park
attachment
rev. 11/15/95
form.mit

By: Scott Mendel
For the Environmental Services Division Manager

CITY OF SACRAMENTO

INITIAL STUDY

This Initial Study has been required and prepared by the Department of Planning and Development, Environmental Services Division, 1231 I Street, Room 301, Sacramento, CA 95814, (916) 449-2037, pursuant to CEQA Guidelines, Section 15063 (August 1, 1983).

File No. and/or Project Name: Northpointe Park (P96-058)
Project Location: Between Del Paso Rd + Elkhorn, east of East Drain
Applicant - Name: AKT Development Co.
Address: 7700 College Town Dr Ste 101
Sacramento, CA. 95826

ENVIRONMENTAL IMPACTS

YES/MAYBE/NO

1. **Earth.** Will the proposal result in:
 - a. Unstable earth conditions or in changes in geologic substructures? No
 - b. Disruptions, displacements, compaction or overcovering of the soil? Yes
 - c. Change in topography or ground surface relief features? Yes
 - d. The destruction, covering or modification of any unique geologic or physical features? No
 - e. Any increase in wind or water erosion of soils, either on or off the site? Maybe
 - f. Changes in deposition or erosion of beach sands, or changes in siltation deposition or erosion which may modify the channel of a river, stream, inlet or lake? Maybe
 - g. Exposure of people or property to geologic hazards such as earthquakes, ground failure, or similar hazards? Maybe

2. **Air.** Will the proposal result in:
 - a. Substantial air emissions or deterioration of ambient air quality? Yes
 - b. The creation of objectionable odors? No
 - c. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally? No

3. **Water.** Will the proposal result in:
 - a. Changes in currents, or the course of direction movements, in either marine or fresh waters? Maybe
 - b. Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff? Yes
 - c. Alterations to the course of flow of flood waters? Maybe
 - d. Change in the amount of surface water in any water body? Maybe
 - e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity? Maybe
 - f. Alteration of the direction or rate of flow of ground waters? No
 - g. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations? No
 - h. Substantial reduction in the amount of water otherwise available for public water supplies? No
 - i. Exposure of people or property to water related hazards such as flooding? Yes

YES/MAYBE/NO

- 4. **Plant Life.** Will the proposal result in:
 - a. Change in the diversity of species, or number of any species of plants? Yes
 - b. Reduction of the numbers of any unique, rare or endangered species of plants? Maybe
 - c. Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species? Yes
 - d. Reduction in acreage of any agricultural crop? Yes

- 5. **Animal Life.** Will the proposal result in:
 - a. Change in the diversity of species, or number of any species of animals? Maybe
 - b. Reduction of the numbers of any unique, rare or endangered species of animals? Maybe
 - c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals? Maybe
 - d. Deterioration of existing fish or wildlife habitat? Yes

- 6. **Noise.** Will the proposal result in:
 - a. Increases in existing noise levels? Yes
 - b. Exposure of people to severe noise levels? No

- 7. **Light and Glare.** Will the proposal produce new light or glare? Yes

- 8. **Land Use.** Will the proposal result in a substantial alteration of the present or planned land use of an area? Maybe

- 9. **Natural Resources.** Will the proposal result in:
 - a. Increase in the rate of use of any natural resources: No
 - b. Substantial depletion of any nonrenewable natural resource? No

- 10. **Risk of Upset.** Does the proposal involve:
 - a. A risk of an explosion or the release of hazardous substances (including but not limited to, oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions? Maybe
 - b. Possible interference with an emergency response plan or an emergency evacuation plan? No

- 11. **Population.** Will the proposal alter the location, distribution, density, or growth rate of the human population of an area? Yes

- 12. **Housing.** Will the proposal affect existing housing, or create a demand for additional housing? Maybe

- 13. **Transportation/Circulation.** Will the proposal result in:
 - a. Generation of substantial additional vehicular movement? Yes
 - b. Effects on existing parking facilities, or demand for new parking? No
 - c. Substantial impact upon existing transportation systems? Yes
 - d. Alterations to present patterns of circulation or movement of people and/or goods? Maybe
 - e. Alterations to waterborne, rail or air traffic? No
 - f. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians? Maybe

14. **Public Services.** Will the proposal have an effect upon, or result in need for new or altered governmental services in any of the following areas:
- a. Fire protection? Yes
 - b. Police protection? Yes
 - c. Schools? Yes
 - d. Parks or other recreational facilities? Yes
 - e. Maintenance of public facilities, including roads? Yes
 - f. Other governmental services? Maybe
15. **Energy.** Will the proposal result in:
- a. Use of substantial amounts of fuel or energy? Yes
 - b. Substantial increase in demand upon existing sources of energy or require the development of new sources of energy? Maybe
16. **Utilities.** Will the proposal result in a need for a new system, or substantial alterations to the following utilities:
- a. Power or natural gas? Yes
 - b. Communications systems? Yes
 - c. Water? Yes
 - d. Sewer or septic tanks? Yes
 - e. Storm water drainage? Yes
 - f. Solid waste and disposal? Yes
17. **Human Health.** Will the proposal result in:
- a. Creation of any health hazard or potential health hazard (excluding mental health)? Maybe
 - b. Exposure of people to potential health hazards? Maybe
18. **Aesthetics.** Will the proposal result in the obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to public view? No
19. **Recreation.** Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities? No
20. **Cultural Resources.**
- a. Will the proposal result in the alteration or destruction of a prehistoric or historic archaeological site? Maybe
 - b. Will the proposal result in adverse physical or aesthetic effects to a prehistoric or historic building, structure or object? Maybe
 - c. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values? Maybe
 - d. Will the proposal restrict existing religious or sacred uses within the potential impact area? No
21. **Mandatory Findings of Significance.**
- a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? No
 - b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.) No

YES/MAYBE/NO

- c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant.)
- d. Does the project have environment effects which will cause substantial adverse effects on human beings, either directly or indirectly?

No

No

MITIGATION MEASURES

- The applicant has agreed to revise the project to incorporate the mitigation measures contained in Attachment A, Discussion of Initial Study.
- A discussion of the project's impacts is contained in Attachment A, Discussion of Initial Study. No Mitigation is required for this project.

REFERENCES

- City of Sacramento General Plan Update EIR, 1988
- City of Sacramento Zoning Ordinance
- North Natomas Community Plan EIR/SEIR
- South Natomas Community Plan EIR & SEIR
- Airport-Meadowview Community Plan EIR
- North Sacramento Community Plan EIR
- South Sacramento Community Plan EIR
- Pocket Community Plan Update
- Downtown Redevelopment Plan Update and EIR, 1985
- Central City Community Plan EIR
- ITE Trip Generation Manual, Fifth Edition
- South Coast Air Quality Maintenance District "Air Quality Handbook for Preparing EIR's"
- Land Use Planning Policy Within the 100 Year Flood Plain in the City and County of Sacramento EIR
- Urbemis - 3
- Emfac 7 PC
- CALINE 4
- Traffic Study City of Sacramento - Public Works Transportation Div (NOV 96)
- Noise Study Env'l. Noise Analysis Brown-Buntin Asso (10-9-90)
- Preliminary Site Assessment: Env'l. Site Assessment, Wallace Kuhl + Asso (2-95)
- Other: Cultural Resources Inventory, PAR (10-16-90) / Archaeological Inventory + Extended Phase I Test Excavations at CA-SAC-422, PAR (4-92) /

DETERMINATION Geotech. Eng. Investigation, Wallace Kuhl + Asso (1-14-91)

On the basis of this initial evaluation:

- I find the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described in this Initial Study have been added to the project. A **NEGATIVE DECLARATION WITH MITIGATION MEASURES WILL BE PREPARED.**
- I find the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

DATE: 10-18-96

SIGNATURE: *Carol Shealy*

ATTACHMENT 1

DISCUSSION OF INITIAL STUDY

PROJECT INFORMATION

Project Number: P96-058

Project Name: Northpointe Park

Project Location:

The subject property consists of 945.7± vacant gross acres and is located within the North Natomas Community Plan (NNCP) area between Del Paso Road and Elkhorn Boulevard east of the East Drain (see Attachment 2). The site is identified as the following 10 Assessor's Parcel Numbers: 201-0310-017, 018, 022, and 023; 225-0050-017 to 019; and 225-0060-018 to 020.

Existing Plan Designation(s) and Zoning:

Sacramento General Plan Update Designation

Low Density Residential (4-15 dwelling-units/. net acre (du/na)), Medium Density Residential (16-29 du/na), Community/ Neighborhood Commercial and Offices, Parks- Recreation- Open Space, Water, Public/Quasi-Public & Misc.

North Natomas Community Plan Designation

Low Density Residential (3-10 du/na, target=7), Medium Density Residential (7-21 du/na, target=12), High Density Residential (11-29+ du/na, target=22), Convenience Commercial, Village/Neighborhood Commercial, Park, Open Space, Golf Course, Elementary School, Junior High School, and Public Civic (Civic-Use, Community Center, Fire Station)

Existing Zoning

R-1-PUD, R-1A-PUD, R-2B-PUD, and AOS-PUD

Entitlement Requests:

The applicant is seeking the following entitlements in order to develop the subject site:

- A. Negative Declaration
- B. Mitigation Monitoring Plan
- C. Development Agreement between the City of Sacramento and Valley Land Company Investors
- D. General Plan Amendment to make modifications to the land uses on 945.7± gross acres, specifically to delete 164.4 net acres of golf course uses designated Parks, Recreation and Open Space, 39.6±

acres of Medium Density Residential (16-29 dwelling units per net acre), and $2.5 \pm$ acres of detention basin designated Water and to add $139.7 \pm$ acres of Low Density Residential (4-15 du/na), $71.8 \pm$ acres of community parks designated Parks, Recreation, and Open Space, $8.5 \pm$ acres other open space uses designated Parks, Recreation, and Open Space, and $2.6 \pm$ acres of institution uses designated Public/ Quasi-Public/ Miscellaneous

- E. North Natomas Community Plan Amendment to make modifications to the land uses on $945.7 \pm$ acres, specifically to delete 164.4 net acres of Golf Course, $39.6 \pm$ acres of High Density Residential (11-29 dwelling units per net acre, target=22 du/na), $16.0 \pm$ acres Medium Density Residential (7-21 du/na, target=12 du/na) and $2.5 \pm$ acres Detention Basin and to add $155.7 \pm$ acres Low Density Residential (3-10 du/na, target=7 du/na); $71.8 \pm$ acres Parks, 8.5 acres open space uses, and $2.6 \pm$ acres Institution uses
- F. Rezone of $945.7 \pm$ gross acres from $573.9 \pm$ gross acres Standard Single Family Planned Unit Development (R-1-PUD), $167.8 \pm$ gross acres Single Family Alternative-PUD (R-1A-PUD), $159.7 \pm$ gross acres Multi-Family-PUD (R-2B-PUD), and $44.3 \pm$ gross acres Agriculture Open Space-PUD (AOS-PUD) to $349.0 \pm$ gross acres R-1-PUD, $282.0 \pm$ gross acres R-1A-PUD, $17.5 \pm$ gross acres Single Family or Two Family-PUD (R-1B-PUD), $81.5 \pm$ gross acres Multi-Family-PUD (R-2A-PUD), and $52.7 \pm$ gross acres Multi-Family-PUD (R-3-PUD), $12.3 \pm$ gross acres Limited Commercial-PUD (C-1-PUD), $9.2 \pm$ gross acres Shopping Center-PUD (SC-PUD), and $141.5 \pm$ gross acres Agriculture Open Space (AOS-PUD)
- G. PUD Designation for Northpointe Park consisting of $945.7 \pm$ gross acres including portions of 3 neighborhoods in North Natomas: Neighborhood #11 (northern portion of the site); Neighborhood #12 (central portion of the site); and Neighborhood #13 (southern portion of the site)
- H. Tentative Master Parcel Map to subdivide 10 parcels totaling $945.7 \pm$ gross acres into 73 master parcels consisting of 21 low density, single family residential parcels; 16 medium density, single family residential parcels; 8 medium density, multi-family residential parcels, 6 high density multi-family residential parcels, 3 convenience commercial parcels, 1 neighborhood commercial parcel, 5 park parcels, 2 open space parcels for the agricultural buffer along Elkhorn Boulevard, 3 elementary school parcels, 1 junior high school parcel, 1 parcel for a community center, 1 parcel for a fire station, 2 parcels for day care centers, 2 parcels for detention basins, and 1 parcel for civic - utilities use
- I. Tentative Map to subdivide 73 proposed master parcels totaling $945.7 \pm$ gross acres into 3,575 lots consisting of 3,532 single family residential lots (including low and medium density single family lots); 8 medium density, multi-family lots (863 units); 6 high density residential lots (1,158 units); 3 convenience commercial lots; 1 neighborhood commercial lot; 5 park parcels; 9 open space parcels (2 agricultural buffer lots along Elkhorn, 3 parcels for the bike trail adjacent to the East Drain, and 4 landscape parcels along Del Paso Road); 3 elementary school lots; 1 junior high lot; 1 lot for a community center; 1 lot for a fire station; 2 parcels for day care centers; 2 parcels for detention basins; and 1 parcel for civic utilities uses.
- J. Subdivision Modification to allow the modification of street standards related to 90 degree elbows; elbows greater than 100 degrees or less than 80 degrees; wide-mouth cul-de-sacs; rolled versus

vertical curbs in the single family residential area; and right of way width and improvement design for streets within the proposed Northpointe Park subdivision.

Other Project Studies/Reports/References: All documents are available at the City Planning and Development Department, 1231 I Street, Room 300, Sacramento, CA 95814

1. 1986 North Natomas Community Plan Environmental Impact Report (86 NNCP EIR)
2. Supplement to the 1986 NNCP EIR for the 1994 North Natomas Community Plan (NNCP SEIR)
3. Mitigation Monitoring Plan for the 1994 North Natomas Community Plan
4. Transportation Evaluation of the North Natomas Composite Plan - September 18, 1992, Prepared for the City of Sacramento by Kittelson and Associates
5. 1994 North Natomas Community Plan (94 NNCP)
6. North Natomas Financing Plan (August 1994, Chapter V- Land Acquisition Program amended October 31, 1995)
7. North Natomas Development Guidelines (November 1994)
8. Traffic Impact Analysis for Northpointe Park prepared by the City Public Works, Transportation and Engineering Planning Division (November 1996)
9. Natomas Basin Habitat Conservation Plan, Revised Draft, dated October 1995
10. Cultural Resources Inventory and Evaluation for the Proposed Northpointe Development, prepared by PAR Environmental Services, Inc., dated October 16, 1990
12. Archaeological Inventory and Extended Phase I Test Excavations at CA-SAC-422, Northpointe Development Project conducted by PAR Environmental Services, Inc., dated April 1992
13. Geotechnical Engineering Investigation for Northpointe Property prepared by Wallace - Kuhl and Associates, Inc. dated January 14, 1991
14. Biological Inventory and Impact Analysis for the Proposed Northpointe Development, prepared by PAR Environmental Services, Inc., dated October 16, 1990
15. Environmental Noise Analysis for Northpointe Lakes, prepared by Brown- Buntin Associates, Inc., dated October 9, 1990
16. Environmental Site Assessment for Northpointe Property, prepared by Wallace-Kuhl and Associates, Inc., dated February 1995

South Natomas Impacts

Paragraph 13 of the North Natomas Settlement Agreement states that:

In order to properly consider the significant direct and indirect impacts of North Natomas development on South Natomas, the City and Council agree that all initial studies, negative declarations, and EIR's concerning development in North Natomas shall address specifically all potentially significant impacts on South Natomas, including any adverse impacts arising out of each adopted mitigation measure and project alternative.

All impacts identified in each environmental section will be followed with an evaluation of its significance on the South Natomas Community.

Project Description

Valley Land Company (AKT Development) has submitted an application to the City of Sacramento's Planning and Development Department for the necessary entitlements to develop portions of three neighborhoods in the North Natomas community (see Attachments 3 through 10). The total project area is 945.7± gross acres. The applicant is proposing 5,553 dwelling units, including 3,532 single family units on 602.7± gross acres (557.4± net acres) (including both low and medium density single family units), 863 medium density multi-family units on 77.9± gross acres (68.3± net acres); and 1,158 high density multi-family units on 49.2± gross acres (41.2± net acres). The proposal also includes 12.3 gross acres (10.0 net acres) of convenience commercial and 9.2 gross acres (7.9 net acres) of neighborhood commercial. The following parks and open space lands are included in the proposal: 97.3 acres of community/ neighborhood parks (not including any joint use school/park land); 16.7 gross acres of Detention Basins and 32.5 gross acres of open space (including the agricultural buffer along Elkhorn Boulevard- but not including the civic-utilities site along Elkhorn (28.1 acres), open space/ bike trail along the East Drain (4.4 acres), and landscaping lots along Del Paso Road (1.4 acres). Three elementary school sites are included; two complete school sites of 10 acres each and one half-school site of five acres (the balance of the half school site is located on adjacent property in the County). The following civic uses are located on the site: 1.4 gross acre (1.0 net acre) lot for a fire station, a 4.1 gross acre (3.5 net acre) lot for a community center, and a 5 acre lot for civic utilities uses. A Sacramento Municipal Utilities District (SMUD) substation and a City water tank are proposed to be located at the civic utilities site.

The subject site includes portions of three neighborhoods. Each neighborhood in North Natomas has an elementary school as its focal point and includes a variety of housing densities and types, as well as commercial, transit, and park/ open space services. A village center is proposed at the intersection of the three neighborhoods (North Loop Road and G Drive) and includes a commercial center, community center/ transit center, fire station, multi-family residential uses, and senior housing. Two linear parkways converge on the village center.

The project, as proposed, includes a modification of land uses as described in the entitlements above that basically includes deleting the 164.4± acre golf course, 16 acres of Medium Density Residential (7-21 dwelling units per net acre, 12= du/na), 39.6 acres of High Density Residential (16-29 dwelling units per net acre, target=22 du/na) uses, and adding 155.7 acres of Low Density Residential (3-10 du/na, target=7 du/na), 71.8 acres of Parks, 8.5 acres of open space uses, and 2.6 acres of Institution uses.

The applicant is proposing a Tentative Master Parcel Map to subdivide ten existing parcels into 73 master parcels, including 21 parcels for low density single family residential uses, 16 parcels for medium density single family residential, 8 parcels for medium density multi-family residential, 6 parcels for high density multi-family residential, 4 parcels for commercial uses, 9 parcels for parks, open space, and detention basins, 3 parcels for elementary schools, 1 parcel for a portion of the junior high school, 3 parcels for civic uses, and 2 parcels for day care centers. Also, the applicant is proposing a Tentative Map to subdivide 73 proposed master parcels into 3,575 lots consisting of 3,532 single family residential lots (including both low and medium density single family lots); 8 medium density, multi-family lots (863 units); 6 high density residential lots (1,158 units); 3 convenience commercial lots; 1 neighborhood commercial lot; 5 park parcels; 9 open space parcels (2 agricultural buffer lots along Elkhorn, 3 parcels for the bike trail adjacent to the East Drain, and 4 landscape parcels along Del Paso Road); 3 elementary school lots; 1 junior high lot; 1 lot for a community center; 1 lot for a fire station; 2 parcels for day care centers; 2 parcels for detention basins; and 1 parcel for civic utilities uses. The applicant is also requesting a subdivision modification to allow modifications of the street standards related to 90 degree elbows; elbows greater than 100 degrees or less than 80 degrees; wide-mouth cul-de-sacs; rolled versus vertical curbs in the single family residential areas and right-of-way widths and improvement design for the streets within the proposed subdivision.

ENVIRONMENTAL EFFECTS

1. EARTH

The North Natomas study area is located within the Sacramento Valley which is a part of the larger Great Central Valley. The Great Central Valley is a deep trough that extends 400 miles from the Klamath Mountains in the north to the Tehachapi Mountains in the south. The Sacramento Valley is drained by the Sacramento River and its tributaries, which flow south and west toward San Francisco Bay (NNCP DEIR, K-1).

The surface deposits in the North Natomas study area consist of Quaternary age gravels, silts, sands, and clay deposited along stream channels, natural and man-made levees, and in alluvial basins. Hydraulic mining of gold-bearing deposits during the 1800's increased the sediment load carried by the rivers. Subsequently, large amounts of coarse, unweathered sediments were deposited downstream. The surface soils in the North Natomas study area have developed on alluvial deposits under the semi-arid conditions of the Sacramento Valley. Under natural conditions, all of the soils would be periodically flooded, but the construction of dams and levees has reduced the flooding. The differences in soils are due mainly to the differences in parent material, drainage, and topography (NNCP DEIR, K-1).

The soils in the study area have developed on alluvial deposits, on natural levees, and within the floodplain of the Sacramento River. The deposits consist of a thick sequence of sands, silts, and clays of varying thickness and lateral distribution. Deposits may occur in pockets (or lenses) or in abandoned stream channels within more extensive layers. Relative shrink-swell potential is variable within each soil type and depends upon the amount and type of clay present in any specific area (NNCP DEIR, K-4). The project area includes the following soil types: Clear Lake Series, Cosumnes Series, San Joaquin Series, Sailboat Series and others (NNCP DEIR, Exhibit K-3). Clear Lake Series soils are poorly draining soils developed in a basin; they are clay and clayey loam, often underlain by a hardpan layer, and usually have a high shrink-swell potential. Cosumnes Series soils consist of very deep, drained soils which have developed on

recent alluvial floodplains and which have a low shrink-swell potential and moderate permeability. San Joaquin Series soils are deep, well-drained soils composed of clay loam, sandy loam, and silty loam with low shrink-swell potentials. Sailboat Series soils are very deep, well-drained silty, loam soils which have developed on the natural levees and floodplains of the Sacramento River and which have a low shrink-swell potential. Other soils are found in the subject area. According to the Geotechnical Engineering Investigation for the project conducted by Wallace-Kuhl and Associates, "In summary, the soil profile at the site can be generalized as consisting primarily of silty clays and clayey silts within the upper five feet, underlain by more granular materials such as sandy silts and silty sands to at least ten feet below grade." According to the report, "when dry, this soil exhibits deep cracking." Also, according to the report, the clay loam is about 14 inches thick over a silica cemented hardpan that extends to 64 inches.

Cities in California are required to consider seismic safety as part of the General Plan safety elements. The City of Sacramento also recognizes that it is prudent for the City to prepare for seismic related hazards and has, therefore, adopted policies as a part of the General Plan, Health and Safety Element. These policies require that the City protect lives and property from unacceptable risk due to seismic and geologic activity or unstable soil conditions to the maximum extent feasible, that the City prohibit the construction of structures for permanent occupancy across faults, that soils reports and geologic investigations be required for multiple story buildings, and that the Uniform Building Code requirements that recognize State and federal earthquake protection standards in construction be used. The policies listed above are implemented through the building permit process for new construction projects and reduce the potential significant health and safety impacts. According to the 1986 NNCP EIR (page K-5), the site lies within Seismic Zone "2" (Zone 0 represents least damage with most damage occurring in Zone 3). No active faults are known to be located on the property. The closest faults are the Bear Mountain fault zone about 25 miles to the east, the Melones fault zone 40 miles to the east and the Midland fault zone about 25 miles to the west. Strong ground shaking can be expected in the area in the event of a large or moderate earthquake on any of the nearby faults. Strong ground shaking can cause damage to structures and infrastructure and ground failure, such as liquefaction or lurching, can result from strong ground shaking.

For the purposes of this analysis, an impact is considered significant if it allows a project to be built that will introduce geologic, soils, or seismic hazards by allowing the construction of the project on such a site without protection against those hazards. Prior to issuance of building permits, the City Planning and Development Department requires a site-specific soil investigation (including detailed analyses of surface and subsurface conditions, per Uniform Building Code) for individual structures proposed for development. The information from this soil investigation is then incorporated into the site-specific engineering and seismic designs for the proposed structures as required by the Planning and Development Department. Satisfaction of these Planning and Development Department conditions is required prior to the issuance of building permits. If the potential for geologic, soils, or seismic hazards exists on the site, the Planning and Development Department will require that the UBC standards be met in order to ensure proper design to mitigate potential impacts.

Thus, for the purposes of this environmental analysis, the potential for a significant geology, soils, and seismic impact created by construction of the project has been substantially lessened by the use of regulatory requirements. Therefore, the City does not recognize a significant impact in the areas of geology, soils, and seismicity.

NORTH NATOMAS IMPACT:

The above regulatory provisions are expected to reduce any geology, soils, or seismic impacts to a less-than-significant level.

SOUTH NATOMAS IMPACT:

A less-than-significant geology, soils, or seismic impact is expected in South Natomas.

2. AIR

Setting - Air Quality

In order to gauge the significance of the air quality impacts of a proposed project, those impacts, together with existing background air quality levels, must be compared to the applicable ambient air quality standards. These standards are the levels of air quality considered safe, with an adequate margin of safety, to protect the public health and welfare. They are designed to protect those people most susceptible to further respiratory distress, such as asthmatics or the elderly.

Air pollutants are often characterized as being primary or secondary. Primary pollutants, such as Carbon Monoxide (CO), are emitted directly into the atmosphere and are usually associated with congested traffic conditions. Carbon Monoxide is primarily a winter period pollution problem. The SGPU EIR states that motor vehicle emissions are the dominant source of CO in most problem areas (Z-17). The SGPU EIR also states that CO problems are usually localized, often the result of a combination of high traffic volumes and significant traffic congestion (Z-17).

Secondary pollutants are formed through chemical reactions in the atmosphere. These chemical reactions usually involve primary pollutants, normal constituents of the atmosphere, and other secondary pollutants exposed to sunlight. These compounds, which react to form secondary pollutants, are often referred to as reactive pollutant precursors or precursor emission products. Photochemical smog is a diverse group of secondary pollutants. A major component of photochemical smog is ozone which results from a complex reaction of primary pollutants, reactive organic gases (ROG's) and oxides of nitrogen (NOx). Because of the nature of smog formation, it is considered a regional problem, generally not attributable to one particular project. Ozone problems have been identified as the cumulative result of regional development patterns, rather than the result of a few incrementally significant emission sources (SGPU EIR, Z-9). The main source of photochemical smog in Sacramento is automobile emissions.

The 1986-2006 SGPU DEIR identified urban emission sources as the primary source for existing air quality problems (Z-6). The document states that federal air quality standards for Ozone and Carbon Monoxide (CO) are being exceeded several times per year in Sacramento County. Sacramento is a non-attainment area for ozone, carbon monoxide (CO) and PM-10 (particulate matter 10 microns or smaller in size). Ozone levels and localized carbon monoxide increases in the Sacramento region, resulting from traffic associated with the SGPU buildout, represent unavoidable significant adverse impacts (SGPU EIR, Z-60 and Z-67). A Statement of Findings and Overriding Considerations was adopted by the City Council for the 1986-2006 SGPU. Specific ozone, carbon monoxide (CO), and PM-10 impacts are discussed below.

Vehicles associated with the project will produce those emissions that contribute to regional ozone and localized CO air quality impacts. Traffic originating within the NNCP area produced one (1) percent of the City generated traffic emissions in 1986, and is expected to generate 10.5 percent at SGPU buildout (SGPU EIR, Z-16, Z-61). The highest predicted worst case 8-hour average CO concentrations are in the range of 7-15 ppm (parts per million) at the intersection of I-5 and I-80. The highest predicted worst case 1-hour average CO concentrations are in the range of 10-22 ppm at the same location (SGPU EIR, Z-68). The federal and state standards for CO are as follows:

Carbon Monoxide Standards

<u>Federal</u>	<u>State</u>	<u>PPM</u>
8-hour	8-hour	9
1-hour	-	35
-	1-hour	20

The net increase in regional emissions of carbon monoxide and reactive organic gases (ROG's), which contribute to ozone, are described as being significant environmental effects (86 NNCP FEIR, pg. 24). The City Council found that these emissions are significant environmental effects that would arise from the cumulative development of North Natomas in the absence of appropriate and feasible mitigation measures.

The 1986 NNCP EIR, certified in 1986, identified three mitigation measures related to air quality: 1) Implement requirements for the Air Quality Plan (Air Quality Mitigation Strategy) for new developments; 2) Implement transportation control measures such as incentives for ride-sharing, transit, and bicycle use; and 3) Implement land use measures which would reduce the number of vehicle trips. Such measures include mixed land uses which provide housing within walking distance of employment centers and development of housing with prices compatible with the salary structure of major local employers. (NNCP DEIR pg. B-21-24) The project will be required to submit an Air Quality Mitigation Strategy (AQMS) and Transportation Systems Management (TSM) Plan in compliance with those measures.

The 1994 NNCP SEIR sets forth additional air quality mitigation measures. The requirement of implementing an AQMS and a TSM Plan was restated as well as the following guiding policies that serve as mitigation measures:

- Development in North Natomas shall comply with the Federal and the California Clean Air Acts. (NNCP pg.48)
- Structure the community and each development to minimize the number and length of vehicle trips. (NNCP pg. 48)
- Minimize air quality impacts through direct street routing, providing a support network for zero-emission vehicles, bicycles, and pedestrians, and sizing streets suitable to the distance and speed of the traveler. (NNCP pg. 38)

Provide commercial sites at transit stations/stops to make it easier for transit riders to shop on their commute rather than making a separate trip. (NNCP pg. 25)

The ability of the project to comply with these measures is discussed below in the Project Related Impacts.

The rapid growth and expansion experienced by the City of Sacramento over the past few years have contributed to the increased demand on our local transportation systems. This increased demand has resulted in traffic congestion, greater traffic volumes, and declining air quality. In an effort to mitigate the negative aspects of this increased demand, the City of Sacramento has enacted two Transportation Systems Management (TSM) Ordinances. The purpose of TSM is to provide more efficient utilization of existing transportation facilities.

The Transportation Systems Management (TSM) Element and the required detailed Air Quality Mitigation Strategy of the North Natomas Community Plan were found to substantially lessen all the significant and potentially significant air quality impacts resulting from development of the North Natomas Community Plan area. The TSM element establishes a goal of 35 percent reduction in peak hour vehicle trips to assist in achieving an adequate level of service on North Natomas arterials. The Air Quality Mitigation Strategy establishes a community-wide goal of a 35 percent reduction in traffic and other related ROG's to assist in achieving and maintaining federal ozone standards.

Project Related Impacts

Transportation Systems Management (TSM Strategy): The proposed project will have an impact on existing air quality, with regard to increased automobile emissions. To reduce this impact, any non-residential development within the proposed project will be required to implement a Transportation Systems Management (TSM) strategy. The strategy helps make the maximum use of the existing transportation system, thus reducing the need for or delaying construction of new transportation facilities. TSM strategies work in several ways: 1) to reduce the number and length of vehicle trips, 2) to spread traffic throughout the day, or 3) to improve traffic flows. TSM measures are also intended to reduce air pollution levels. The TSM plan is a citywide requirement per the City Zoning Ordinance, Section 6-E. The applicant may select from a menu of options that, used community-wide, will reduce peak hour trips by at least 35 percent. These options for non-residential uses include bike lockers and showers, carpool/ vanpool incentives, transit incentives, and others. Options for residential uses may include provision of bikes, transit incentives, neighborhood telecommute or carpool centers. A corresponding CO reduction would also be associated with the trip reduction for the project site. (Please see Section 13, Transportation and Circulation).

Air Quality Mitigation Strategy: Also, all development in the North Natomas Community Plan area is required to submit a project-wide Air Quality Mitigation Strategy to reduce the ROG emissions generated by the community. The North Natomas Community Plan contains an Air Quality Mitigation Strategy which requires that projects in North Natomas be planned and developed in a way that reduces the community's reliance on single-occupant vehicles. Three types of measures are included in the strategy: 1) site design, 2) target area, and 3) community wide. An example of a site design measure is the orientation of the building(s) to promote transit use. A target area measure might include the reduction in parking allowed because the site is located within 1/4 mile of a light rail station. And a community-wide measure might include provision of a shuttle system or formation of a Transportation Management Association (TMA) for the community.

The City Planning and Development and Public Works Departments, with help from the Sacramento Metropolitan Air Quality Management District (SMAQMD), will verify that a 35 percent community-wide reduction in projected ROG emissions will result from successful implementation of the Air Quality Mitigation Strategy. All new residential development must reduce ROG emissions by a minimum of 20 percent compared to the single occupant vehicle baseline. And all non-residential development must reduce ROG emissions by a minimum of 50 percent compared to the single occupant vehicle baseline (NNCP SEIR). Promotion of electric, other zero-emission, and low-emission vehicle use is part of the Air Quality Mitigation Strategy. This NNCP requirement is in addition to the citywide requirement that all new non-residential developments prepare a Transportation Systems Management (TSM) Plan.

Mixture of Land Uses: Per the 1986 NNCP EIR, a mixture of land uses is viewed as a benefit to reducing air quality because fewer trips may need to be made between activity centers. The proposed project is designated for a mixture of uses: residential, retail, civic, and open space uses. Additional off-site employment generating uses are designated in the NNCP just south of the site along Del Paso Road. Community commercial and transit commercial sites are located southwest of the site in the North Natomas Town Center. This mixture of land uses allows residents to work and shop within close proximity to their homes encouraging fewer and shorter trips.

Reduce Trips, Direct Street Routing and Ped/Bike/Low Emission Network: The Guiding Policies of the 1994 NNCP indicate that air quality can be improved by: 1) structuring each development to reduce trips, 2) providing direct street routing and ped/bike/transit linkages, and 3) providing commercial services at light rail stations. To accomplish these improvements, the project and PUD guidelines shall ensure that buildings are close to the street and transit station/ stop; provide an on-street/ off-street bike system and a pedestrian network throughout all three neighborhoods; and encourage transit-serving commercial uses at the corner of North Loop Road and G Drive where the major bus transit center is proposed. And, two future light rail stations are located off-site, close by, and linked to the bus route: 1) a proposed station located within the North Natomas Town Center to the southwest of the site; and 2) a proposed station located to the west at North Loop Road and East Commerce Way. Both stations are designated to provide commercial services. The project provides two north-south bike routes through the project area: 1) a direct route along the east side of the East Drain; and 2) a meandering route through the two linear park sites and the village center (see Attachment 9). Two east-west bike routes were added to the project at the suggestion of the Natomas Community Association. The vehicular street system is designed to focus the trips on the village center, the convergence of three neighborhoods (see Attachment 8).

Particulate Matter-10: Development of the site may result in short term particulate impacts. The Sacramento City Code (SCC, Article 9) states that any person who has been issued a building permit shall take responsible precautions to prevent and control movement of dust created by work activities. If a project is in violation of this article, the Building Official may order the work to be stopped (Sections 9.381, 9.382). Enforcement of these sections under the SCC will ensure that there is a less-than-significant PM-10 air quality impact.

Because the applicant must comply with these regulations and mitigation measures included in the NNCP EIR and SEIR pertaining to air quality, a less-than-significant air quality impact is anticipated by the project.

NORTH NATOMAS IMPACT:

The TSM Plan required for the project is expected to result in a minimum 35 percent decrease in peak hour vehicle trips compared to the single occupant vehicle baseline. The Air Quality Mitigation Strategy required for the project is expected to result in a minimum 35 percent community-wide (20 percent for residential and 50 percent for non-residential) decrease in Reactive Organic Gas (ROG) emissions when measured against the baseline conditions and to promote electric, other zero-emission, and low-emission vehicle use. Construction management practices related to reducing PM-10 are expected to reduce the impacts of PM-10 to a less-than-significant level. These decreases in trips and emissions are expected to reduce the proposed project's contribution to project specific and cumulative air quality impacts below a level of significance.

MITIGATION:

Mitigation Measure #1: Comply with the NNCP's requirement to prepare an Air Quality Mitigation Strategy that reduces ROG emissions by 20 percent for residential uses and 50 percent for non-residential uses.

SOUTH NATOMAS IMPACT:

The TSM/ Air Quality measures required for the project are expected to result in a minimum 35 percent decrease in community-wide peak hour vehicle trips and a minimum 35 percent decrease in community-wide Reactive Organic Gas (ROG) emissions when measured against the baseline conditions. Construction management practices related to reducing PM-10 are expected to reduce the impacts of PM-10 on South Natomas. These measures are expected to reduce the proposed project's air quality impacts on South Natomas below a level of significance.

3. WATER

Flood Protection

A-99 Flood Zone: The proposed project is located in the A99 Flood Zone, an area of the City determined to have less than 100-year flood protection currently. Implementation of the project will therefore expose people and/or property to the risk of injury and damage in the event of a 100-year or lesser flood. These risks are considered significant adverse impacts under CEQA. The City Council has evaluated these impacts in the Environmental Impact Report (EIR) prepared in connection with the Land Use Planning Policy Within the 100-Year Floodplain (the "Policy") (M89-054) adopted by the City Council on February 6, 1990. On December 7, 1993, the City Council refined City policy to state that "No building permit shall be issued for the construction of any residential structure in the Natomas area until certain conditions are met."

The Policy EIR is available through the Department of Planning and Development, 1231 I Street, Room 300, Sacramento, California. This document serves as a Program EIR addressing the flood-related risks to people and property created by new development in the 100-year floodplain in the City. The flood-related risks created by the proposed project fall within the scope of the Program EIR. Accordingly, the findings adopted by the Council in connection with its certification of the Program EIR and its adoption of the Policy and

Revised Flood Policy are applicable to the proposed project. These findings are set forth in the Findings of Fact/Statement of Overriding Considerations for the Land Use Planning Policy Within the 100-Year Floodplain in the City of Sacramento. This document is appended to the Program EIR available through the Department of Planning and Development (see Land Use Section 8).

The Policy and the subsequently Revised Flood Policy require that non-residential development in the Natomas area must meet the building restrictions for non-residential structures to reduce property damage as stated in the attached Findings. Building permits may be issued in connection with the project only if the applicant ensures that any permitted new construction complies with specific flood-related design restrictions set forth in Article XXVII of Chapter 9, of the Sacramento City Code. Residential development must be built at an elevation of at least one foot above the base flood elevation or obtain a flood variance. As set forth in the Findings, no additional flood-related mitigation measures applicable to the project have been required.

AE Flood Zone - Internal 100 Year Floodplain: A linear portion of the western side of the project area, ranging in width from 300± feet to 800± feet, is located within the internal 100 year floodplain (AE Flood Zone). A 100 year flood event is anticipated to overtop the eastern levee of the East Drain inundating that portion of the project area with flood water. Prior to building any structure in that area, the U.S. Army Corps of Engineers shall issue a Conditional Letter of Map Revision (CLOMR) to indicate that adequate infrastructure has been completed to remove the area from the 100 year internal floodplain. Obtaining the CLOMR will be a condition of approval for portions of the site affected by the AE Flood Zone.

AR (Restoration) Flood Zone: In October, 1994, the Federal Emergency Management Agency (FEMA) promulgated its Restoration (AR) Flood Zone Interim Rule. The Final Rule was expected out in June 1995 and has not been released as of October 1996. The AR zone is intended for cities, like Sacramento, where a certified 100 year or greater flood protection system has been de-certified due to updated hydrologic or other data. The North Natomas Community Plan area, as well as much of the city, is anticipated to be designated AR zone. The Interim Rule, as drafted, segregates any area that is zoned AR into two categories: "developed" or "undeveloped". "Developed" is defined as 75 percent or more of the parcels within the area are developed. As drafted, residential and non-residential development may occur in areas designated "developed" as long as the floor of the building is elevated three feet above adjacent grade. No development will be allowed in "undeveloped" areas until 100 year flood protection is obtained. Once the Final Rule is set forth, the City will have six months to amend its policies to comply with the AR zone regulations. The project area is likely to be within the AR "undeveloped" zone and will therefore be required to comply with the City's policy, once adopted, unless 100 year flood protection has been obtained.

Comprehensive Flood Management Plan Development Guidelines for Residential and Non-Residential Structures: On February 13, 1996, the City Council approved the city-wide Comprehensive Flood Management Plan (CFMP) and approved a resolution that would lift flood related development restrictions in Natomas once certain conditions were met. The CFMP establishes Residential and Non-Residential Development Guidelines (Section 8 of the CFMP) for buildings within an area that has less than 200 year flood protection. Once 200 year or better flood protection is provided, the development guidelines will be reviewed and perhaps modified to reflect the improved flood protection.

The proposed project includes residential and non-residential land uses within the floodplain with flood depths of greater than 3 feet in depth; therefore, the following development guidelines are required pursuant to the CFMP and are included below as a mitigation measure of the project:

- Provide multiple access points in subdivisions that are 10 acres or larger in size to facilitate evacuation and other emergency services;
- New residential subdivisions shall either identify refuge areas to the satisfaction of the City Planning and Development Department or ensure that at least 50 percent of all residential units shall have a top plate above the base flood elevation;
- Major projects (40,000 square feet or larger) shall have second story construction or roof access and a top plate above the base flood elevation in order to provide adequate refuge areas. Refuge areas at private structures should be required to accommodate employees only;
- All residential and non-residential structures must be anchored to their foundations per regulations in the City Building Code;
- Gas valve shut-off keys must be attached in a visible location for all residential and commercial gas water heaters; and
- Special facilities, such as hospitals, elder care facilities, and schools, shall be required to implement flood safety measures in their designs to the satisfaction of the City Planning and Development Department.

Anticipated Ground Water Impacts

Ground water conditions may impact development of the site depending upon when construction is planned. Water levels in the drainage canals and beneath the site are influenced by seasonal weather conditions. Buried structures such as underground fuel tanks may be subjected to buoyancy forces that must be considered in design. If underground tanks are needed on the proposed project site, future tenants shall be required to obtain an underground tank permit from the County of Sacramento (Sacramento County Code No. 0716). In this instance, the City's Fire Department will conduct site visits to ensure that permitting requirements are followed (City Ordinance No. 88-012).

The Environmental Site Assessment conducted for the site by Wallace - Kuhl and Associates, Inc., dated February 1995, states "Ground water in the property vicinity has varied from approximately one foot to greater than 25 feet below the ground surface. ... Regional ground water flow is southeasterly..." Further, the report states, "Our field reconnaissance and reviews of agency databases and previous reports by our firm indicate no evidence of significant hazardous materials contamination on or adjacent to the subject property. We observed no obvious evidence of improper storage of hazardous materials during our windshield survey of nearby sites. No state or Federal "Superfund" sites were identified within a one mile radius of the subject property." The study recommends that, if ground water below the property is intended as a potable source of water, the water should be sampled and analyzed from the existing agricultural supply well and/or from the on-site ground water monitoring well(s), in order to evaluate ground water for potential contaminants not visible from the visual reconnaissance or data review. If the wells are not to be used, they

should be properly abandoned.

Seasonal Water

If earthwork is undertaken during the winter or spring months, the upper soils likely will be saturated due to the topography and the impervious nature of the shallow subsurface soils. Grading operations should be scheduled to avoid fill construction during this period as soils may be too saturated to be properly compacted; also, equipment access most likely will be impeded.

Drainage

The proposed project would increase the runoff volumes generated by the property. The impervious surfaces of residential and non-residential development would require an on-site storm drain system which would deliver runoff from the site to two detention basins and the East Drain. City Utilities staff has indicated that prior to the approval of the final master parcel map, an assessment district, or other financing mechanism acceptable to the City, must be formed for the purpose of constructing all common drainage facilities within Detention Basins #3 and 4 and any additional drainage capacity or facilities required to accommodate development in the project area and all facilities shall be bonded for (or otherwise financed) or constructed. The project proponent shall provide adequate stormwater drainage to the satisfaction of the City Utilities Director.

NORTH NATOMAS IMPACT:

With the provision of an adequate stormwater drainage system, compliance with the building restrictions related to flood proofing non-residential structures, compliance with the Comprehensive Floodplain Management Plan Development Guidelines for Residential and Non-Residential Structures, and prohibition of residential structures until 100 year flood protection has been obtained, the proposed project is expected to have a less-than-significant water impact.

MITIGATION:

Mitigation Measure #2: A Drainage Agreement ensuring the provision of stormwater drainage must be executed. An adequate stormwater drainage plan shall be designed to the satisfaction of the City Utilities Director prior to recordation of the Master Parcel Map. Construction of the drainage facilities shall be commenced prior to issuance of any building permit. Construction of the drainage facilities shall be completed prior to issuance of a certificate of occupancy for any building on the site.

Mitigation Measure #3: The project shall comply with the applicable Residential and Non-Residential Development Guidelines in the adopted Comprehensive Flood Management Plan to the satisfaction of the Director of Planning and Development, including:

- Provide multiple access points in subdivisions that are 10 acres or larger in size to facilitate evacuation and other emergency services;

- New residential subdivisions shall either identify refuge areas to the satisfaction of the City Planning and Development Department or ensure that at least 50 percent of all residential units shall have a top plate above the base flood elevation;
- Major projects (40,000 square feet or larger) shall have second story construction or roof access and a top plate above the base flood elevation in order to provide adequate refuge areas. Refuge areas at private structures should be required to accommodate employees only;
- All residential and non-residential structures must be anchored to their foundations per regulations in the City Building Code;
- Gas valve shut-off keys must be attached in a visible location for all residential and commercial gas water heaters; and
- Special facilities, such as hospitals, elder care facilities and schools, shall be required to implement flood safety measures in their designs to the satisfaction of the City Planning and Development Department.

Mitigation Measure #4: No encroachment into the FEMA designated floodway (shown as AE Flood zone on the most current flood maps or the most current RD1000 100 year floodplain designation) shall be allowed until construction or bonding of the East Drainage Canal project or other mitigation approved by the Department of Utilities and RD1000.

SOUTH NATOMAS IMPACT:

The proposed project is expected to create a less-than-significant water impact on the South Natomas Community.

4/5. PLANT AND ANIMAL LIFE

The following information on plant and animal life in the project area is based upon the Biological Inventory and Impact Analysis for the Proposed Northpointe Development, prepared by PAR Environmental Service, Inc., dated October 16, 1990, which included literature reviews, a review of the California Natural Diversity Database (CNDDDB), and consultations with the California Department of Fish and Game (CDFG) and the United States Fish and Wildlife Service (USFWS); and figures in the draft Natomas Basin Habitat Conservation Plan (HCP) (revised draft October 1995).

The 1986 NNCP EIR and the subsequent 1994 NNCP SEIR evaluated four distinct habitat types which exist in the North Natomas study area. These four habitat types are as follows: 1) Wooded Riparian/ Wetland, 2) Non-wooded Riparian/ Wetland, 3) Agricultural, and 4) Developed Areas. According to Exhibit N-2 - Vegetation Types in the 1986 NNCP EIR, dated 1985, the project area included agricultural- rice and agricultural- other and riparian/ wetland (few or no trees) along the existing East Drain. On the All Crops Map prepared by the Natomas Mutual Water Company, dated 1993, in the draft Natomas Basin HCP, the project area land cover is other farming (i.e., not rice).

Potential impacts on biological resources would result from direct and indirect disturbance of wildlife and loss of wildlife and plant habitat from construction of the project area. Impacts on the following special status plants and animals may result from development of this project:

Special Status Plants: According to the 1986 NNCP EIR and the 1994 NNCP SEIR, based on field surveys, data search, and literature searches, four special status plant species could exist at the project site. These species are the Boggs Lake Hedge-Hysopp (*Gratiola heterosepala*), Palmate-bracted Bird's Beak (*Cordylanthus palmatus*), California Hibiscus (*Hibiscus californicus*), and Downingia (*Downingia humilis*). All four of these species are associated with wetland or vernal pool habitat types. According to the Biological Inventory for Northpointe, the same four rare plant species may be located on the site. None of the four species were found on the project site. The California hibiscus could possibly occur in the canals on or near the property, although it was not detected during the plant survey. A floristic survey conducted in September and October 1990 did not locate any special status plant species on the property. No mitigation measures related to special status plants are required for the project. Development of the site would create a less-than-significant impact on special status plants.

Special Status Animals: The following special status animals were studied in the 1986 NNCP EIR, the 1994 NNCP SEIR and the Biological Inventory for the project:

Giant Garter Snake (*Thamnophis couchi gigas*). The giant garter snake is designated a Threatened species by the California Department of Fish and Game (CDFG) and the US Fish and Wildlife Service (USFWS). During the active season (generally March through October), these snakes bask on stream banks or drape on emergent and streamside vegetation. The giant garter snake is very aquatic, and will quickly retreat to water when alarmed. They feed on carp, bullfrogs, and other fish and amphibians. The snakes spend the winter in dormancy, inhabiting cracks and burrows above the high water line.

A giant garter snake was observed basking on the levee of the East Drainage Canal on the morning of September 26, 1990, by the author of the Biological Inventory report. The snake took refuge in the water after being disturbed by the observer. Giant garter snakes have previously been recorded in the East Drainage Canal and its tributary canals (CNDDDB 1990).

Giant garter snakes probably live in the canal and some of its tributaries; other tributaries may be used only as dispersal corridors. The East Drain, adjacent to the west side of the site, is only moderately appropriate giant garter snake habitat; however, given the loss of suitable primary habitat in the area to agriculture and development, canals have become important secondary habitat for the species. Fish and amphibians in the canals provide potential prey items for foraging snakes. Giant garter snakes use the levees of the canals as basking habitat and use abundant abandoned ground squirrel burrows as hibernacula during the winter months.

The 1994 NNCP requires a Habitat Conservation Plan be approved to reduce the impacts of urban development on plants and animals in the community plan area. Impacts to the Giant Garter Snake would be less-than-significant because the project proponent would be required to participate in the Natomas Basin Habitat Conservation Plan, once adopted.

Swainson's Hawk (*Buteo swainsonii*). The Swainson's hawk is listed as Threatened by the CDFG, and as a Category 3C Species by the USFWS. This hawk typically nests in oaks or cottonwoods in or near riparian areas (Schlorff and Bloom, 1984). Swainson's hawks prefer nesting habitats that provide nearby foraging grounds of grasslands, irrigated pasture, alfalfa, hay, and wheat crops. The nesting season of the Swainson's hawk extends from late March through mid-July. Swainson's hawks have become almost entirely dependent on annual grassland and crops such as alfalfa for foraging habitat in California. Most of the native grasslands which formerly provided foraging habitat have been eliminated by agriculture and urbanization.

Several Swainson's hawk nests have been reported west of the project site along the Sacramento River (CNDDDB, 1990). According to the California Natural Diversity Database, October 1994, and the Biological Inventory, October 1990, no Swainson's hawks were observed on or near the project site. Swainson's hawks usually leave their nesting territories and foraging grounds in the Central Valley and begin migrating toward South America in September (Estep, pers. comm.), so the survey dates were not appropriate for detecting this species. However, the site provided moderate to excellent foraging habitat for the Swainson's hawks during the summer nesting season (depending on crop type). There are no trees on the property that would serve as nesting trees for the Swainson's hawks, but there are several large gum trees (*Eucalyptus* sp.) adjacent to the northeastern corner of the proposed project site that could invite nesting activity. Impacts to the Swainson's hawk are expected to be less-than-significant.

Peregrine Falcon (*Falco peregrinus*). The peregrine falcon is listed as Endangered by CDFG and USFWS. The population is increasing due to restrictions on the use of DDT and an intensive, multi-agency recovery program. There are no suitable nesting sites for this species on the property. Impacts to the peregrine falcon are expected to be less-than-significant.

Black-shouldered Kite (*Elanus caeruleus*). The black-shouldered kite is listed as a Fully Protected Species by the CDFG. This raptor usually nests in oaks and willows, and forages for small rodents on agricultural lands and grasslands. In the winter, black-shouldered kites often roost communally in stands of trees or orchards. The black-shouldered kite is a non-migratory resident of the North Natomas Community Plan area. Communal roosts are given special consideration by the California Department of Fish and Game when reviewing project impacts. The closest communal roosting site was observed in the willow-cottonwood woodland at the southern end of Fisherman's Lake, southwest of the site. Groups of up to 34 individuals were observed roosting in large willows and cottonwoods along Fisherman's Lake on four dates during the 1984 survey for the NNCP EIR and by the Department of Fish and Game.

A black-shouldered kite was observed roosting in a buttonbush and hunting on the site on October 13, 1990, by the author of the Biological Inventory. It is unlikely that black-shouldered kites nest on the site because these raptors favor nesting communally in riparian habitat, like the above mentioned Fisherman's Lake roosting site. This project does not impact that roosting site.

Burrowing Owl (*Athene cunicularia*). The CDFG lists the burrowing owl as a Species of Special Concern. Burrowing owls are semi-fossorial, nesting in abandoned ground squirrel burrows and hunting on agricultural lands and grasslands. The burrowing owl is a non-migratory resident of the project area.

Several colonies of burrowing owls in the community plan area have been reported to CNDDDB (1990). The site is suitable for burrowing occupancy because of the numerous ground squirrel burrows on the property and bordering levees, and because of the foraging opportunities provided by the vacant lots. According to the Biological Inventory and Impact Analysis conducted for the subject site dated October 16, 1990, two active owl burrows were observed near the northeast boundary of the property. Snags and fence posts on the hills furnish favored roosting sites for the owls. The fields on the project site provide good foraging opportunities for burrowing owls. An owl was observed hunting in the northeastern portion of the agricultural fields on September 28, 1990. Any construction activities which take place during the nesting season, from March through August, should avoid destroying the burrows by flagging a 50 foot buffer zone around the burrows. Unless it is verified by a qualified biologist that the nests are not being used that season, the burrows should be left intact until after the breeding season. Although there is no guarantee that displaced owls would use them, appropriate burrows could be created by encouraging ground squirrel populations in the 250 foot wide agricultural buffer zone on the south side of Elkhorn Boulevard.

A mitigation measure from the 1994 NNCP SEIR Mitigation Monitoring Plan will be required to reduce impacts on the burrowing owl to a less-than-significant level. The mitigation measure calls for a pre-construction survey of the site to determine if any burrowing owls are using the site for foraging or nesting. If any nests are found, the CDFG shall be contacted regarding suitable mitigation measures. Mitigation measures may include the provision of a 300 foot buffer from the nest site during the breeding season (March 15 - August 31) or a relocation effort for the burrowing owls. The pre-construction survey shall be submitted to the City prior to commencement of construction activities.

By incorporating the mitigation measure to reduce the impact of development on the nesting area and the applicant's participation in the Natomas Basin HCP, impacts to the burrowing owl are expected to be less-than-significant.

Northern Harrier (*Circus cyaneus*). The northern harrier is another Species of Special Concern. This raptor breeds between April and September, and nests on the ground in shrubby vegetation. They forage in annual grasslands, pastures, fresh emergent wetlands, and some croplands. This species is frequently observed in Sacramento County and has been observed foraging in North Natomas. No mention of northern harriers was made by the biologist conducting the Biological Inventory.

Long-billed Curlew (*Numenius arquata*). This species is a Category 2 candidate for Federal listing. Long-billed curlews were observed resting and foraging in the North Natomas area in July 1990 (CNDDDB).

Valley Elderberry Longhorn Beetle (*Desmocerus californicus dimorphus*). The valley elderberry longhorn beetle is listed as Threatened by the USFWS. This insect is entirely dependent on elderberry shrubs (*Sambucus* species) for reproduction and feeding (USFWS, 1984). According to the Biological Inventory report, no elderberry shrubs were found on the surveyed property, indicating that the valley elderberry longhorn beetle does not occur on the project site.

Northwestern Pond Turtle (*Clemmys marmorata*). The CDFG lists this species as a Species of Special Concern and the USFWS lists it as a Candidate Category 2 Species. Permanent, or nearly permanent bodies of water, including irrigation ditches, lakes, and streams are inhabited by the pond turtle. Mats of floating vegetation, rocks, open mud banks, or partially submerged logs are required as basking sites by this species. The pond turtle normally hibernates between November and February. Eggs are laid by females between

March and August in a band near the water's edge or occasionally in fields up to 300 feet from the nearest water (Behler and King, 1979). No pond turtles were observed by PAR Environmental Services during their Biological Inventory. Because the site is adjacent to the East Drain, it is likely the turtles use the canal. No impact is expected to the turtle during development of the property because no construction is anticipated along the East Drain.

The special status birds that forage on the property will probably forage in nearby agricultural fields once development occurs at Northpointe Park. The only special status bird which was observed nesting on the site was the burrowing owl. The mitigation measure of the 1994 NNCP SEIR related to burrowing owls described above will be required to reduce the impact on the burrowing owl to a less-than-significant level. A less-than-significant impact on special status animals is anticipated given the requirement that the proponent must participate in the Habitat Conservation Plan.

Jurisdictional Wetlands: According to the Biological Inventory conducted by PAR Environmental Services dated October 16, 1990, no vernal pool sites are found on the project area. Furthermore, on Figure 22 of the draft Natomas Basin HCP, no vernal pool sites are shown to be located on the project area. When an area has been identified as containing seasonal wetlands, there is typically a concern for special-status species that may reside in the seasonal wetlands. These species include Vernal Pool Fairy Shrimp, California Linderiella, Longhorn Fairy Shrimp, Vernal Pool Tadpole Shrimp, and California Tiger Salamander. Due to the likelihood that there are no vernal pools on the site, it is very unlikely that these species will occur on the project site. According to the Natural Resources Evaluation, only the East Drainage Canal bordering the western boundary of the property is considered a waters of the US by state and federal agencies. Development will not occur on this canal nor will it be filled. A less-than-significant impact on wetlands is expected by the project.

Tree Resources: According to the Biological Inventory, isolated cottonwood trees (*Populus fremontii*), willows (*Salix* spp.), and one buttonbush (*Cephalanthus occidentalis*) are growing on the property. The noted saplings are not significant and could be retained or removed at the discretion of the applicant.

Drought-Tolerant, Native Plants: The use of drought tolerant, native plants is encouraged in landscaped areas in North Natomas as required by the North Natomas Development Guidelines on page 13. The use of native plants encourages native wildlife to inhabit the area.

Habitat Conservation Plan: A Habitat Conservation Plan is a required mitigation measure of the 1994 NNCP SEIR. A draft Natomas Basin Habitat Conservation Plan (HCP), dated March 1995 and revised October 1995, prepared by Thomas Reid and Associates and Cribbs and Associates, has been distributed for public review. The purpose of the HCP is to acquire, create, restore, enhance, and manage habitat land for endangered species to mitigate for habitat loss that could result from construction in the Natomas Basin. As proposed in the draft HCP, the acquisition, restoration, enhancement, and operation of habitat will be fully funded by developer fees and revenue from hunting and rice growing. The fee applies to future construction in the Natomas Basin. Development in the Natomas Basin will be required to participate in the HCP or otherwise fulfill obligations to the CDFG and/or USFWS to mitigate for habitat loss from urban development.

The following mitigation measures will apply to development on the project area, once approved: 1) short term construction impacts mitigation; 2) compliance with burrowing owl mitigation; and 3) full participation in the Natomas Basin Habitat Conservation Plan, once adopted. Compliance with these mitigation measures outlined below is expected to result in a less-than-significant impact on plants and animals.

NORTH NATOMAS IMPACT:

The impact of the proposed project on plants and animals is considered less than significant due to required compliance to mitigation measures from the 1994 NNCP SEIR related to erosion control, habitat conservation plan (providing giant garter snake habitat), and protection of other special status species, including the burrowing owl.

MITIGATION:

Mitigation Measure #5: The applicant shall participate in the Natomas Basin Habitat Conservation Plan (HCP), once adopted. At the time of grading permit, the applicant shall pay the interim HCP fee, based on Ordinance No. 95-060 and Resolution No. 95-622 adopted by the City Council on October 31, 1995. If the HCP program is never implemented, or if the interim fee exceeds the actual fee, then the applicant shall be refunded the difference, with interest. If the interim fee is less than the actual fee, the applicant shall pay the difference.

Mitigation Measure #6: The applicant shall comply with the following mitigation measure related to reducing the impact of the project on burrowing owls:

1. Immediately prior to initiation of grading or other earth disturbing activities, the project proponent shall hire a qualified biologist to perform a pre-construction survey of the site to determine if any burrowing owls are found using the site for nesting or foraging. If any nest sites are found, the Department of Fish and Game shall be contacted regarding possible suitable mitigation measures. These measures may include the provision of a buffer (typically 300 foot minimum) from the nest site during the breeding season (March 15- August 31), or a relocation effort for the burrowing owls. The survey shall be submitted to the City for review prior to the commencement of any grading or construction activities.
2. If future surveys reveal the presence of burrowing owls on the project site it will be the responsibility of the project applicant to prepare a plan for relocation of the burrowing owls to a suitable site. At a minimum, the plan must include the following:
 - a. The location of the birds (and nests) proposed to be relocated;
 - b. The location of the proposed relocation site;
 - c. The number of birds involved and when during the year relocation is proposed to take place;
 - d. The name and credentials of the biologist who would be retained by the applicant to move the birds (and nests);
 - e. The method(s) proposed to catch and transport the birds (and nests) to the relocation site;

- f. A description of the preparation to be made at the relocation site where the birds (and nests) would be taken (e.g., enhancement of existing burrows, creation of artificial burrows, one-time or long-term vegetation control, etc.); and
- g. Efforts proposed to follow-up and/or monitor relocation.

Mitigation Measure #7: The applicant shall comply with the following short term construction mitigation:

1. All sites shall be graded such that the new topography makes a smooth transition to existing adjacent topography.
2. Dust and soil erosion control measures shall be implemented during the construction phases of all projects. These measures are intended to minimize soil erosion and fugitive dust emissions. Suggested measures include:
 - a. watering exposed soils;
 - b. covering exposed soils with straw or other materials;
 - c. adopting measures to prevent construction vehicles from tracking mud onto adjacent roadways;
 - d. covering trucks containing loose and dry soil; and
 - e. providing interim drainage measures during the construction period.
3. In non-pavement areas, any vegetation covered or removed during grading or construction (including slope protection) should be replanted following the construction activities.

SOUTH NATOMAS IMPACT:

The impact of the proposed project on plants and animals is considered less than significant in the South Natomas Community.

6. NOISE

This noise section discusses: 1) off-site, external noise as it impacts the operations of the project and 2) any increases in noise caused by the project as either a temporary impact of construction or long term change of use.

External Noise Impacts on Project

External noise sources that may impact the site include: 1) airport noise from Sacramento International Airport; 2) noise from nearby Interstate 5, Interstate 80, Highway 99, and other major streets; 3) noise from the proposed light rail line along Del Paso Road and East Commerce Way; and 4) noise from adjacent land uses, including the proposed stadium southwest of the project site.

First, noise generated by the Sacramento International Airport does not significantly affect the project site. The project site is not within the 60 dB CNEL noise contours of the Sacramento International Airport Comprehensive Land Use Plan (CLUP) as shown in Exhibit 4.6-3 of the 1994 NNCP SEIR.

Second, noise generated by the interstate freeways, highway, and other major streets is identified in the 1994 NNCP SEIR as Exhibit 4.6-4. The exhibit indicates that no portion of the Northpointe site would be subjected to 60 dB CNEL or greater by I-5, I-80, or Highway 99 noise. Buildings along Elkhorn Boulevard, Del Paso Road, North Loop Road, and on the western side of the project site near Truxel Road would be subjected to 60 or greater dB from noise generated by those major streets. The area along Elkhorn that is subjected to 60 dB CNEL or greater is within the 250 foot wide agricultural buffer area. Uses on the western side of the project area near Truxel Road will be buffered by the East Drain. Residential uses and other sensitive noise receptors located along North Loop Road and Del Paso Road may be subjected to 60 dB CNEL or greater noise contours (Table 4.6-4 of the 1994 NNCP SEIR).

Third, based upon the distances to the predicted light rail Ldn contours shown in Table 4.6-6 of the 1994 NNCP SEIR, it is anticipated that roadway traffic on streets adjacent to the proposed light rail lines will dominate the overall noise environment. Therefore, noise generated from light rail is not anticipated to create a significant impact to the proposed project.

Fourth, the Noise Element of the City of Sacramento General Plan Update provides land use compatibility guidelines for community noise levels. These guidelines, shown in Table 4.6-3 of the 1994 NNCP SEIR, indicate a normally acceptable land use compatibility criterion of 45 dB Ldn for interior noise levels for single family and multi-family units from traffic or fixed sources and a criterion of 60 dB Ldn for exterior noise levels for single family (backyards) and multi-family (common outdoor areas).

Typical facade design and construction in accordance with prevailing industry practices are expected to result in an exterior to interior noise attenuation of 28 to 38 dB with windows and doors in the closed position. Standard construction practices are therefore expected to result in interior noise levels below 45 dB during peak hour traffic conditions throughout the project area, provided that windows and doors are closed to achieve the desired acoustical isolation. This noise level is well within an acceptable level for interior areas. Acceptable exterior and interior noise levels at the project site will not be exceeded, provided that mechanical ventilation is furnished to ensure adequate air exchange with windows and doors in the closed position. Mechanical ventilation is needed to ensure that windows and doors can be kept closed in order to prevent noise disturbances.

Noise from outdoor events at the stadium could potentially affect land use compatibility for sensitive noise receptors near the Sports Complex, particularly north and east of the sports complex. The predicted average noise level at sensitive receptors during events could exceed 55 dB, which is the nighttime standard set by the City's Noise Control Ordinance. In addition, use of the public address system could potentially affect land use compatibility. The predicted maximum noise levels at sensitive land uses from use of the PA system could exceed 65 dBA. This would exceed the nighttime standards of the City's Noise Control Ordinance. According to Exhibit 4.6-5 (1994 NNCP SEIR), the predicted stadium noise would not exceed 65 dBA for the PA system or 55 dBA for outdoor concerts in the residential areas of the project site except for the southwestern corner of the site.

The 1994 NNCP SEIR proposes that the stadium operator in the Sports Complex should be required to carefully orient the speaker arrays to minimize directing sound beyond the seating areas. This can be accomplished through speaker array design and by location of the seating areas. The primary mitigation measures for outdoor concerts and sporting events and the PA system are careful targeting of the speaker arrays, establishment of design sound levels within the stadium, and requirements for noise level monitoring during concerts and sporting events. The Special Permits for development of the arena and stadium were approved by the City Council in October 1986 (P86-131). Noise impacts from the stadium will be evaluated during the Special Permit Modification required before construction of the stadium can be recommenced.

No construction of any buildings is allowed by this application. When planning entitlements for a building are requested, a detailed acoustical study will be required to evaluate noise impacts of the proposed building(s).

Noise Impacts of the Project on the Community

Because the project site is currently primarily vacant, there are no major on-site sources of noise. At present, there are no sensitive noise receptors (residential areas, hospitals, schools) located adjacent to the project site. The closest existing residential uses to the project site are located 2,200 feet east of the eastern property line of the site (Valley View Acres).

During project construction, the operation of heavy equipment will result in temporary noise increases. The impact of noise from construction is anticipated to be a temporary one. Noise associated with construction activities is regulated by the Sacramento City Code, Chapter 66.

The proposed uses of the site include residential, commercial, schools, civic uses, parks, and other open spaces. After construction, the uses are not anticipated to generate any noise other than traffic generated by them. The uses, both during construction and during operations, are anticipated to generate a less-than-significant noise impact.

NORTH NATOMAS IMPACT:

Development and operation of the various uses is anticipated to create a less-than-significant short term and long term noise impact to the North Natomas Community.

SOUTH NATOMAS IMPACT:

Development and use of the project site is anticipated to create a less-than-significant noise impact to the South Natomas community.

7. LIGHT AND GLARE

The area surrounding the site is relatively flat and is being converted from agricultural to urban uses. Lighting details are not known at this time. However, the City's Zoning Ordinance (Section 6-D-6) provides assurances that off-street parking lighting, if provided, shall reflect away from residential areas and public streets.

No buildings are proposed with this entitlement request. Before any building can be approved, a Special Permit must be obtained. During the review of any Special Permit request, the potential for glare from the proposed building and lighting features will be analyzed.

NORTH NATOMAS IMPACT:

The proposal is anticipated to create a less-than-significant light and glare impact. Future construction will be analyzed for light and glare impacts prior to Special Permit approval.

SOUTH NATOMAS IMPACT:

The proposed project is anticipated to create a less-than-significant light and glare impact on the South Natomas community.

8. LAND USE

The proposed project site is designated in the Sacramento General Plan Update as Low Density Residential, Medium Density Residential, Community/ Neighborhood Commercial and Offices, Parks- Recreation- Open Space, Water, and Public/Quasi-Public/ Misc. The 1994 North Natomas Community Plan (NNCP) designates the site as Low, Medium, and High Density Residential, Convenience Commercial, Village/ Neighborhood Commercial, Park, Open Space, Golf Course, Elementary School, Junior High School, and Public Civic Uses (Civic Utilities, Fire Station, and Community Center). The site is currently zoned 573.9± gross acres Standard Single Family (R-1-PUD), 167.8± gross acres Alternative Single Family (R-1A-PUD), 159.7± gross acres Multi-Family Residential (R-2B-PUD), and 44.3± gross acres Agriculture Open Space (AOS-PUD).

Proposed Uses

The applicant is proposing to rezone the site to 349.0± gross acres Standard Single Family-PUD (R-1-PUD), 282.0± gross acres Alternative Single Family-PUD (R-1A-PUD), 17.5± gross acres Two Family (R-1B-PUD), 81.5± gross acres Multi-Family (R-2A-PUD), 52.7± gross acres Multi-Family-PUD (R-3-PUD), 12.3± gross acres Limited Commercial-PUD (C-1-PUD), 9.3± gross acres Shopping Center-PUD (SC-PUD), and 141.5± gross acres Agriculture Open Space-PUD (AOS-PUD) to better reflect the General Plan and Community Plan designations.

A General Plan Amendment and Community Plan Amendment are requested because the applicant wishes to make modifications to the land use plan of the North Natomas Community Plan. The changes to the land use plan generally include: 1) deleting the 164.4 acre golf course; 2) deleting 39.6 acres of High Density Residential, 3) deleting 16.0 acre Medium Density Residential, 4) adding 71.8 acres of parks; and 5) adding 156 acres of Low Density Residential which results in 372 more residential units overall (from 5,181 to 5,553 units).

The applicant is also requesting a Tentative Master Parcel Map to subdivide 10 lots into 73 master parcels including the following types of parcels: 21 low density residential, 16 medium density single family residential, 8 medium density multi-family residential, 6 high density residential, 3 convenience commercial, 1 neighborhood commercial, 5 park, 2 agricultural buffer, 3 elementary school sites, 1 junior high school

site, 3 public civic uses (1 civic utilities, 1 fire station, and 1 community center) and 2 institution lots (day care centers).

Also, the applicant is requesting a Tentative Map for the entire 945.7 acres. The Tentative Map further subdivides the proposed master parcels into: 3,532 single family lots (including both low and medium density single family lots). Also, 4 lots devoted to the landscape corridor along Del Paso Road and 3 lots devoted to the bike trail adjacent to the East Drain are added in this map. A Subdivision Modification to allow a modification of the adopted street standards is also proposed. A Development Agreement and a PUD Designation, including the approval of the Schematic Plan and Development Guidelines, are being requested with this application.

An approved Special Permit will be required prior to construction of any building on the site. And PUD Guidelines and Schematic Plan must be approved prior to construction, if not included in this set of entitlements.

NORTH NATOMAS IMPACT:

The proposed project is expected to have a less-than-significant impact on land use.

SOUTH NATOMAS IMPACT:

The proposed project is not expected to create any land use changes in the South Natomas community. A less-than-significant land use impact is expected.

Flood Protection

The overflow of water onto land which is not generally covered by water is known as flooding. There are three main factors that could lead to flooding in Sacramento. These are river induced flooding, rainfall induced flooding and seismic induced flooding. Although these potential flood hazards are similar in nature, they differ in terms of what areas are directly affected and what measures can be taken to minimize the risk of flooding.

A General Plan goal for flood hazards is to "protect against flood related hazards wherever feasible." An established policy to implement this goal is to "prohibit development of areas subject to unreasonable risk of flooding unless measures can be implemented to eliminate or reduce the risk of flooding."

The proposed project is located within an area of the 100-year floodplain designated as Zone A-99 on the Sacramento Community's Official Flood Insurance Rate Map dated November 15, 1989. Under applicable provisions of the Sacramento City Code new development is permitted on the project site provided that building permit applicants, by agreement with the City, assume the risk of all flood-related damage to any permitted new construction, agree to notify subsequent purchasers of the flood risk, and ensure that any new construction complies with City-imposed design restrictions aimed at reducing the risk of flood-related property damage and personal injury.

Non-residential Building Restrictions: The construction of a non-residential building or a residential/commercial building (i.e., hotels and motels) in the Natomas area is subject to the current building restrictions in Article XXVII of chapter 9 of the City Code until one of the following events occurs:

1. Adequate progress is made on the Local Levee project to enable FEMA to extend the A-99 designation in accordance with existing FEMA regulations;
2. The Local Levee project is deemed by FEMA to be complete and therefore provides 100 year flood protection to the Natomas area: or
3. FEMA designates the Natomas area as a Restoration Zone (AR) and the proposed structure complies with the AR zone criteria.

Issuance of permits for non-residential structures in Natomas is allowed, provided these structures are appropriately floodproofed, and in the case of hotels and motels, the permittee has filed an evacuation plan with the City. Until the City Council determines by resolution, based on information provided by the US Corps of Engineers, that one of the above listed items has occurred, the following policy shall apply:

1. No building permits may be issued in connection with the Project for the construction of any new nonresidential structure or for the substantial improvement of an existing nonresidential structure accepted for plan check after April 15, 1990, unless such structures comply with the flood-related design restrictions set forth in Article XXVII of Chapter 9 of the Sacramento City Code.

All buildings in North Natomas must comply with the Residential and Non-Residential Development Guidelines in the adopted Comprehensive Flood Management Plan.

Residential Building Restrictions: No residential development is allowed within the A-99 flood zone until the SAFCA Local Project is completed and 100 year flood protection is obtained. Once the Local Project is completed, estimated for early 1997, residential development may proceed as long as the development complies with the Residential and Non-Residential Development Guidelines of the adopted Comprehensive Flood Management Plan (CFMP). See Section 3 - Water for additional flood protection discussion and mitigation measure.

No construction of any building is proposed with this project. Approval of PUD Guidelines and Special Permit is required prior to issuance of any building permit.

NORTH NATOMAS IMPACT:

The proposed project is anticipated to result in a less-than-significant impact on land use.

SOUTH NATOMAS IMPACT:

The proposed project will not create a significant land use impact on the South Natomas community.

9. NATURAL RESOURCES

Future development of the site will result in the loss of those natural resources associated with the construction of facilities associated with residential and non-residential development. The development is not expected to substantially increase the rate of use of natural resources, or the depletion of nonrenewable resources.

No buildings are proposed with this application. Future construction of any building on this site requires an approved Special Permit. Recycling programs for all future buildings will be analyzed during the Special Permit review process.

NORTH NATOMAS IMPACT:

The proposed project is expected to result in a less-than-significant impact on natural resources.

SOUTH NATOMAS IMPACT:

The proposed project will not create a significant impact on natural resources within the South Natomas community.

10. RISK OF UPSET

If hazardous materials are to be used on site, the user will be required to submit a Hazardous Material Survey to the City's Building Division and Fire Department per the requirements of Assembly Bill No. 3205. This survey is intended to serve as a full disclosure document regarding hazardous chemicals that will be used to determine other permitting requirements for the business (pers. comm. Elaine Clarke, City Building Department). Please see Human Health- section 17 for an overview of the Phase I Toxics Study for this project.

NORTH NATOMAS IMPACT:

The above regulatory provisions are expected to reduce the risk-of-upset to a less-than-significant level.

SOUTH NATOMAS IMPACT:

A less-than-significant risk-of-upset impact is expected in South Natomas.

11/12. POPULATION AND HOUSING

Between 1975 and 1989, the population in the North Natomas area increased by 88%. This, however, is not remarkable when the actual figures reveal that housing increased from 178 dwelling units in 1975 to 334 dwelling units in 1989. The adopted 1994 North Natomas Community Plan states that a 70 percent jobs/housing ratio is projected in the City portion of the North Natomas Community Plan area which meets and exceeds the 66 percent minimum jobs/housing balance in the 1986 NNCP. The number of employees and dwelling units must be calculated and monitored over the build out of the Community Plan area, such

that the built out plan area meets the goal of 66 percent.

Jobs/Housing Ratio: The 1994 NNCP designates the site as Low, Medium, and High Density Residential, Convenience Commercial, Village/ Neighborhood Commercial, and other open space and civic uses. If the Community Plan amendment is approved, the proposal results in about 372 more residential units project-wide, from 5,181 designated in the NNCP to 5,553 proposed in the project, and about 60 more employees.

Table 1 below indicates the beginning number of units and employees for the city portion of the adopted NNCP and the various changes to units and employees by proposed projects. Using 1.35 housed workers per employee, 30,168 units and 58,784 employees, the plan amendment translates into a change in the jobs/housing ratio (housed workers to employees) from 70.0 to 69.5 percent for the city portion of the community. Therefore, the amended jobs/housing ratio still complies with the 1986 NNCP goal of 66 percent for the city portion of the community.

Table 1
Units and Employees to be Used to Calculate the Jobs/Housing Ratio

Project	Units	Employees
Beginning (Adopted 1994 NNCP - City portion only)	30,168	58,184
Del Paso Road PUD	-0-	+1,200
Arena Corporate Center PUD	-0-	+70
Natomas Marketplace PUD	-270	-730
Northborough PUD	+5	-0-
Proposed Northpointe PUD	+372	+60
Ending (after changes)	30,275	58,784

Housing Trust Fund: The North Natomas Housing Trust Fund, outlined in the City Zoning Ordinance, Section 33, was established for the purpose of increasing the supply of housing units located within the North Sacramento Community Plan area. The Housing Trust Fund fee requirement applies to all non-residential development in the North Natomas Community Plan area. The fees are calculated based on the square footage of the building multiplied by a land use factor and are paid prior to issuance of a building permit. These fees will be used to increase the housing supply in the North Sacramento Community Plan thereby reducing expected housing impacts of this project to a less-than-significant level.

On May 3, 1994, when the City Council adopted the NNCP, they modified the calculation of Housing Trust Fund fees for North Natomas non-residential projects. In the 1986 NNCP, non-residential developers were required to pay a specific Natomas Housing Trust Fund fee that would increase housing units in North Sacramento to decrease potential impacts of North Natomas development on North Sacramento housing stock. Because of the building restrictions on North Natomas residential buildings and the increase in North Sacramento housing over the last few years, the 1994 NNCP justified that non-residential developers should

pay the Citywide Housing Trust Fund fee to assist in the provision of affordable housing throughout the City, but specifically within the area from which the fees were generated. The issue of paying Natomas or Citywide fees is still being revisited and will be determined at the time of building permit issuance. Either way, the developer will pay Housing Trust Fund fees which will reduce housing impacts to a less-than-significant level.

NORTH NATOMAS IMPACT:

The residential development restrictions on housing in the North and South Natomas Community Plan areas due to the flood issue are expected to be short term impacts. A less-than-significant population/housing impact will be expected due to the short term nature of the housing restrictions, a less-than-significant impact on the jobs/housing ratio, and the fact that commercial developers will be required to pay into the Housing Trust Fund to alleviate expected housing impacts.

SOUTH NATOMAS IMPACT:

See discussion under North Natomas Impact.

13. TRANSPORTATION AND CIRCULATION

The Northpointe Park subdivision is proposed to be located between Elkhorn Boulevard, Del Paso Road, East Drain and the City limits and occupies 945.7 gross acres in the North Natomas Community Plan area. The subdivision will be a master planned community developed in phases. For the purpose of the traffic analysis, the project consists of 3,549 single family units, 1,821 multi-family units, 200 senior multi-family units, 120,000 square feet of specialty retail, 94,800 square feet of supermarket, 24,000 square feet of day care centers, a 42,000 square foot community center, 2.5 elementary school sites, and one half of a junior high school site.

A Traffic Impact Analysis was conducted by the City Public Works, Transportation and Engineering Planning Division, dated November 1996 (see Attachment 10). The major findings of this analysis are reported below.

Existing Setting

The North Natomas area is largely undeveloped. The existing roads south of the site were planned, designed and constructed in anticipation of eventual development of the area. Some facilities were also designed to accommodate traffic associated with large events at the Arco Arena, which is located about 0.4 miles southwest of the site.

Study area intersections were chosen for analysis based on their likelihood of being impacted by the project's traffic, given known travel patterns and professional judgement. These include:

- Del Paso Road at East Commerce Way;
- Del Paso Road at Truxel Road;
- Del Paso Road at Gateway Park Boulevard;
- Del Paso Road at National Drive;

- Del Paso Road at Northgate Boulevard;
- Northgate Boulevard at North Market Boulevard/ Tandy Drive;
- Northgate Boulevard at WB I-80 on/off-ramp;
- Northgate Boulevard at EB I-80 on/off-ramp;
- Truxel Road at North Market Boulevard;
- Truxel Road at WB I-80 on/off-ramp;
- Truxel Road at EB I-80 on/off-ramp;
- I-5/SR99 SB on/off-ramp at Del Paso Road;
- I-5/SR99 NB on/off-ramp at Del Paso Road;
- SR99 SB off-ramp at Elkhorn Boulevard; and
- SR99 NB on/off-ramp at Elkhorn Boulevard.

Impacts and Mitigation

Based on information provided by the Traffic Impact Analysis (November 1996) prepared by the City of Sacramento, Transportation and Engineering Planning Division, the following information is relevant to the project.

In the City of Sacramento, a significant traffic impact (intersection or segment) occurs when: 1) the traffic generated by a project degrades peak period Level of Service (LOS) from A, B, or C (without project) to D, E, or F (with project); or 2) the LOS (without project) is D, E, or F, and the project generated traffic increases the average vehicle delay by 5 seconds or more.

The Traffic Impact Analysis classifies impacts in the following manner:

- No impact
- Less than significant (mitigation unnecessary)
- Significant avoidable (impact can be mitigated to less-than-significant levels)
- Significant unavoidable (impact cannot be mitigated to less than significant levels)

The major findings of the Traffic Impact Analysis are listed below:

- Three study intersections under base conditions operate at LOS F. Base conditions are defined as existing traffic counts plus traffic generated by the Oates office project. All three intersections meet signal warrants and the installation of a traffic signal at each intersection would cause each intersection to operate acceptably. The three intersections are:
 - Del Paso Road @ East Commerce Way - PM peak period
 - Del Paso Road @ Truxel Road - AM and PM peak period
 - Del Paso @ Northgate Boulevard - AM and PM peak period
- Three study intersections will be significantly impacted by the development of Northpointe Park:
 - Del Paso Road @ East Commerce Way - AM peak period
 - Del Paso Road @ Gateway Park Boulevard (G Street) - AM and PM peak period
 - Del Paso Road @ National Drive - AM and PM peak period

- The following improvements are needed to mitigate the project impacts:
 - Del Paso Road @ East Commerce Way - The LOS F is experienced by the minor left turns onto the major street. The installation of a signal would improve the AM peak hour LOS to A. This mitigation measure would reduce the impact to no impact.
 - Del Paso Road @ Gateway Park Boulevard/ G Street - To mitigate this impact a traffic signal will need to be installed. Additionally, the intersection will need to be restriped to account for the roadway into the project at G Street. Gateway Park Boulevard northbound will be restriped to one left turn lane and one through-right lane. Del Paso Road westbound will be restriped to one right-through lane, one through lane and one left turn lane. Del Paso Road eastbound will be restriped to one right-through lane and one through-left lane. G Street southbound will be one right-through-left lane.
 - Del Paso Road @ National Drive - To mitigate this impact a traffic signal will need to be installed. Additionally, the intersection will need to be restriped to account for the extension of National Drive. National Drive northbound should be restriped to one through-right lane and one left turn lane. Del Paso Road westbound shall be restriped to one right-through lane, one through lane, and one left turn lane. Del Paso Road eastbound should have a left turn bay added to the existing lane geometry to result in one right turn lane, two through lanes and one left turn lane.
- Although not all of these intersections meet delay criteria with project, the following eight unsignalized intersections meet signal warrants under base plus project conditions:
 - Del Paso Road @ Truxel Road
 - Del Paso Road @ I Street
 - Del Paso Road @ National Drive
 - Del Paso Road @ Northgate Boulevard
 - Del Paso Road @ East Commerce Way
 - Del Paso Road @ Gateway Park Boulevard/ G Street
 - Elkhorn Boulevard @ National Drive
 - Elkhorn Boulevard @ Truxel Road
- The traffic controls for the five externally created intersections should be:
 - Elkhorn Boulevard @ National Drive - meets traffic signal warrants in the AM and PM peak hours
 - Elkhorn Boulevard @ Truxel Road - meets traffic signal warrants in the AM and Pm peak hours
 - Del Paso Road @ I Street - meets traffic signal warrants in the AM and PM peak hours
 - Del Paso Road @ G Street - meets traffic signal warrants in only the PM peak hour
 - -- Elkhorn Boulevard @ F Street - requires a stop sign control on F Street

- The traffic controls for the nine internally created intersections should be:
 - A Street @ C Street - a T intersection to be controlled by a 3-way stop sign
 - B Street @ C Street - a T intersection to be controlled by a 3-way stop sign
 - C Street @ D Street - a T intersection to be controlled by a 3-way stop sign
 - C Street @ J Street - a 4-way intersection to be controlled by a 4-way stop sign
 - A Street @ F Street - a T intersection with the minor approach stop sign controlled
 - A Street @ H Street - a T intersection with the minor approach stop sign controlled
 - B Street @ G Street - a T intersection with the minor approach stop sign controlled
 - B Street @ I Street - a T intersection with the minor approach stop sign controlled
 - C Street @ E Street - a T intersection with the minor approach stop sign controlled

- The Northpointe Park master plan was previously analyzed as part of the North Natomas Community Plan (NNCP). Any deviations from the community plan are internal to the subdivision and would have a nominal effect on the existing/ planned street network. Therefore, the cumulative impacts of the proposed project are described in the 1994 NNCP SEIR. That SEIR established roadway sizes and other major infrastructure required to support development of the whole North Natomas area (see Figure 7 of Attachment 10). The project will be conditioned to provide additional right-of-way at intersections to accommodate future turn lanes where needed.

The conclusions of the Traffic Impact Analysis indicate that three of the fifteen intersections will require mitigation measures to eliminate traffic impacts. Eight of the thirteen intersections will meet signal warrants with the development of the project. Implementing the mitigation measures at the three impacted intersections and installing the eight required traffic signals will eliminate the impacts created by the Northpointe Park project.

Transportation Systems Management (TSM)

In an effort to mitigate the impacts of increased traffic, the City of Sacramento has enacted two Transportation Systems Management (TSM) Ordinances. The purpose of TSM is to provide more efficient utilization of existing transportation facilities. (See the Air section, Section 2).

The City of Sacramento Ordinance No. 88-083 was adopted on December 13, 1988. This ordinance amended Sections 6 and 22 of the Comprehensive Zoning Ordinance of the City of Sacramento, Ordinance No. 2550, Fourth Series, relating to Transportation Systems Management Regulations for New Non-Residential Development. The primary purpose of this ordinance is to ensure, prior to occupancy of the project, the inclusion of basic facilities and services that will encourage the use of alternative commute modes by 35% for future tenants of the proposed projects.

Prior to building permit issuance, the applicant shall file a Transportation Management Plan (TMP) whose implementation will result in a 35 percent reduction in peak hour trips for the site to the satisfaction of the Public Works Director. Also, the North Natomas Community Plan requires a TSM/ Air Quality Plan that results in the community-wide reduction of Reactive Organic Gases (ROG) by 35 percent (see the Air section, Section 2).

NORTH NATOMAS IMPACT:

The regional traffic impacts are significant unavoidable impacts overridden by the North Natomas Community Plan EIR and the local impacts of this project are less than significant with mitigation. Therefore, the Northpointe Park project creates a less-than-significant impact on traffic in the area and the following traffic-related mitigation measures are required for the project. The applicant must comply with the City Zoning Ordinance related to Transportation Systems Management.

MITIGATION:

Mitigation Measure #8: The following improvements are needed to mitigate the traffic-related impacts of the project:

- a. A signal shall be installed at the intersection of Del Paso Road and East Commerce Way.
- b. A signal shall be installed at the intersection of Del Paso Road and Gateway Park Boulevard/G Street. Also, the intersection shall be restriped as follows: Gateway Park Boulevard northbound will be restriped to one left turn lane and one through-right lane; Del Paso Road westbound will be restriped to one right-through lane, one through lane and one left turn lane; Del Paso Road eastbound will be restriped to one right-through lane and one through-left lane; and G Street southbound will be one right-through-left lane.
- c. A signal shall be installed at the intersection of Del Paso Road and National Drive. Also, the intersection shall be restriped as follows: National Drive northbound will be restriped to one through-right lane and one left turn lane; Del Paso Road westbound will be restriped to one right-through lane, one through lane, and one left turn lane; Del Paso Road eastbound will have a left turn bay added to the existing lane geometry to result in one right turn lane, two through lanes and one left turn lane.

Mitigation Measure #9: The applicant for any non-residential development shall comply with the City's Transportation Systems Management Ordinance and prepare a Transportation Management Plan.

SOUTH NATOMAS IMPACT:

The regional traffic impacts are significant unavoidable impacts overridden by the North Natomas Community Plan EIR and the local impacts of this project are less than significant. Therefore, the proposed Northpointe Park project creates a less-than-significant traffic impact on South Natomas.

14. PUBLIC SERVICES

The proposed project is not expected to significantly impact fire services, police services, schools, parks or other recreational facilities, or other governmental services. The following public service uses will be located on the site: 1) one acre fire station site, 2) four acre community center site, and 3) five acre civic-utilities site to be used for City utilities and SMUD substation. The public services needed for the North Natomas Community Plan area have been planned for within the NNCP and the costs of these services will

be funded through the North Natomas Financing Plan. Changes proposed for the site are not expected to create additional public services impacts for this area. Participation in the North Natomas Financing Plan will be a condition of development approval. A less-than-significant impact of public services is anticipated by the project.

The proposed project is located within the boundaries of three school districts; Natomas Unified School District in the southwestern portion of the project site and Grant Joint Union High School District and Rio Linda Elementary School District in the northern and eastern portions of the site. The school district boundaries are currently aligned with the existing agricultural parcels and not with the adopted community plan land use designations. Consequently, proposed land use cells may be bisected by school district boundaries. Pursuant to Resolution No. 95-090, adopted by the City Council on March 7, 1995, a Joint Panel, consisting of land owners, school districts, and City staff, has been formed to prepare a "Preferred Plan" proposing the reorganization of the school district boundaries to be aligned with geographic barriers and proposed neighborhood boundaries. Whatever the result of the Joint Panel's Preferred Plan, adequate school facility capacity will be provided for the projected students generated by the proposed project. The applicant shall be subject to the School Facilities Fee, adopted by the City Council on October 31, 1995 (Ordinance No. 95-061 and Resolution No. 95-624). Therefore, a less-than-significant impact is anticipated on school facilities by this project.

NORTH NATOMAS IMPACT:

The public services demand for this proposal will be less-than-significant.

SOUTH NATOMAS IMPACT:

The public services demand within the South Natomas Community Plan area will be less-than-significant.

15/16. ENERGY AND UTILITIES

Drainage: The proposed project is within the Detention Basins #3 and 4 watershed areas of the North Natomas drainage system. The project proponent shall coordinate with other future property owners in the detention basin areas to ensure that adequate drainage is provided and the area within the 100 year internal floodplain is removed from the floodplain prior to occupying any buildings on the site.

As stated in the Water section discussion (section 3), the proposed project would increase the runoff volumes generated by the property. The impervious surfaces of buildings, parking lots, and other surface improvements would require an on-site storm drain system which would deliver runoff from the site to the detention basins and canal. City Utilities staff has indicated that prior to approval of the final master parcel map, an assessment district, or other financing mechanism acceptable to the City, must be formed for the purpose of constructing all common drainage facilities within Detention Basins #3 and 4 and any additional drainage capacity or facilities required to accommodate development in the project area and all facilities shall be bonded for (or otherwise financed) or constructed. A Drainage Agreement between all property owners within the detention basin areas must be executed, if applicable, to coordinate design and construction of the basin and trunk lines. The project proponent shall provide adequate stormwater drainage to the satisfaction of the City Utilities Director.

NORTH NATOMAS IMPACT:

Due to the drainage mitigation measure included in Section 3 related to Water, the proposed project is expected to have a less-than-significant drainage impact.

SOUTH NATOMAS IMPACT:

The proposed project is expected to create a less-than-significant drainage impact on the South Natomas Community.

Sewer Service: Development in North Natomas is currently served by the County of Sacramento's Regional Sanitation District. The County of Sacramento has indicated that sanitary sewer service, after payment of applicable connection fees, is available to the subject property. The cost of sewer lateral extension and sewer service installation to the property line is the responsibility of the developer. Oversizing of the sewer system may be necessary to provide facilities that are adequate to serve the area at buildout. The developer will front these costs and enter into an agreement to be reimbursed by subsequent developers benefitting by the oversized facilities. Upon acceptance of such improvements by the City or County as appropriate, collection system service will be provided by County Sanitation District No. 1 (CSD-1) and wastewater treatment and disposal by the Sacramento Regional County Sanitation District.

NORTH NATOMAS IMPACT:

The proposed project is not expected to create a significant sewer service impact.

SOUTH NATOMAS IMPACT:

The proposed project is expected to create a less-than-significant sewer service impact on the South Natomas Community.

Recycling and Solid Waste: The California Integrated Waste Management Act of 1989 (AB 939) mandates that cities develop source reduction and recycling plans. The goal of AB 939 is to require cities to divert 25 percent of the waste stream from going to landfills by 1996, and to divert 50 percent of the waste stream from going to landfills by the year 2000.

To comply with AB 939, the City of Sacramento's Comprehensive Zoning Ordinance has provisions pertaining to solid waste recycling. In 1991, an amendment was added to the Zoning Ordinance (Section 34) to address recycling and solid waste disposal requirements for new and existing developments. This plan requires that all non-residential development (commercial, office, industrial, public/quasi-public) and residential development (multifamily of 5 or more units) prepare and submit a recycling program with the planning application and before issuance of a building permit. The recycling program must include: 1) a flow chart depicting the routing of recycled materials; 2) a site plan specifying the location and design components and storage locations associated with recycling efforts; 3) a construction plan to specify the recyclable materials being used in the construction of the proposed structures; 4) a demolition plan specifying the proposed recycling of reusable or recyclable building materials in the demolition of any existing structures; and 5) an educational program pertaining to recycling. Single family residential units and multiple family residential uses (four units or less) will be provided with curbside recycling service by

the City. Design features in residential units should enhance the likelihood of recycling by the residents.

No building is proposed with this application. Prior to construction of any building on the site, an approved Special Permit is required. During the review of the Special Permit, the recycling program for the building(s) will be evaluated. Because the project is subject to Section 34 of the Zoning Ordinance, the proposed project is not anticipated to result in a significant impact to solid waste disposal.

NORTH NATOMAS IMPACT:

The proposal is not expected to create a significant impact on recycling/ solid waste services.

SOUTH NATOMAS IMPACT:

The proposed project is expected to create a less-than-significant impact on recycling and solid waste services for the South Natomas Community.

Energy: Electrical service is provided to the site by Sacramento Municipal Utilities District (SMUD) and gas service is provided by Pacific Gas and Electric (PG&E). The 230 kv electric system approved in the NNCP does not indicate a substation or 230 kv lines on the site. However, SMUD has indicated that the 230 kv system is not electrically reliable and is costly to build upfront. SMUD has proposed to amend the 230 kv system to a 69 kv system and will soon be seeking a Community Plan Amendment to make the change. If the plan amendment is approved by the City Council, 69 kv transmission lines would be located along the north side of Elkhorn Boulevard and on the south side of Del Paso Road. A substation would be located at the northwest corner of the project site within the agricultural buffer along Elkhorn. Twelve kv distribution lines would be located underground throughout the site to provide electrical service to all uses in the project area.

The State Building Energy Efficient Standards (Title 24) regulate energy consumption of new buildings in California. Title 24 regulates energy consumed for heating, cooling, ventilation, water heating, and lighting in all new residential and non-residential buildings. In addition, the City has adopted an energy conservation review checklist and development guidelines for project and site plan review. The intent of the guidelines is to encourage consideration of energy conservation measures in the preliminary development stages so that project related energy consumption is minimized.

Policies in the NNCP encourage the use of electric and other low-emission vehicles and promote energy efficient building design. Specifically, on page 49, an Implementing Policy related to Air Quality states: "Encourage the use of electric, other zero-emission, and low-emission vehicles by providing sufficient, convenient, electric vehicle charging and parking facilities in the planning of residential and employment developments." Also, on page 74, an Implementing Policy related to Utilities states: "Prior to any development occurring, the project proponent must consult with SMUD's New Construction Service staff to incorporate SMUD energy efficiency programs where feasible. The objective of the program is to maximize the energy efficiency potential of new construction projects consistent with SMUD's system design capacity and energy conservation goals through cost-effective investments and technical assistance for designers and builders." This requirement will be included as a condition of development approval. SMUD has begun to coordinate with developers to implement programs that encourage the use of electric vehicles and alternative energy sources, such as photovoltaic cells and fuel cells. Charging stations for electric

vehicles could be incorporated in residential garages and parking lots within the project area. The applicant shall contact SMUD to review methods to incorporate these programs in the project. For a discussion of potential electrical health hazards, see Section 17.

NORTH NATOMAS IMPACT:

The energy demand for this proposal is expected to create a less-than-significant impact.

SOUTH NATOMAS IMPACT:

Since the energy supply for both South and North Natomas has been planned for, the energy demand for this project in North Natomas is expected to create a less-than-significant energy demand on the South Natomas Community.

17. HUMAN HEALTH

Electrical Service: Potential human health hazards may arise from electrical service features on the site. The main health hazard relates to the construction phase of the project. If construction equipment comes within 10 feet of the power lines, severe electric shock could occur. This hazard can be avoided by requiring that all operators of heavy equipment must obey Article 86, Title 8, the High Voltage Electrical Safety Order. Information pertaining to this law is available from Pacific Gas & Electric (PG&E). In short, the law requires a minimum of 10 feet of clearance from energized high voltage conductors.

Electromagnetic Fields: Another health hazard may be the effect that long-term exposure to electromagnetic fields (EMF) could have upon human health. Any electrically charged conductor generates two kinds of invisible fields, electric and magnetic. Taken together, they are called electromagnetic fields. EMF generated by electric appliances, wiring and electric tools are commonplace in everyday life. Some scientific findings have suggested these electromagnetic fields can interfere with the activity in biochemicals linked to the growth of cancer (Sacramento Bee, 11/30/89, Are Electromagnetic Fields a Cancer Risk?). Two studies (The Savitz Study and The New York Power Lines Project) have shown conflicting results regarding the effect of long-term exposure to electromagnetic fields. Most carefully controlled studies of EMF effects have failed to produce proven evidence of a health hazard or noticeable changes in health and bodily functions. Although some research has shown statistical correlations exist between magnetic fields and certain types of cancer, no study has yet been produced that demonstrates a "cause and effect" relationship between the two. Evidence gathered so far does not demonstrate that power lines adversely affect public health. Therefore, a less-than-significant human health impact is anticipated.

Phase I Toxics Study: A Phase I Environmental Site Assessment was conducted for the site by Wallace-Kuhl and Associates, Inc., dated February 1995. The purpose of the assessment was to provide information on the site and surrounding area with respect to the potential presence of hazardous/ toxic materials on or beneath the property. The scope of the work for the site assessment included: 1) a reconnaissance of the property to look for evidence of surface and potential subsurface sources of contamination; 2) a "windshield survey" of the site to identify businesses that may use or produce hazardous materials; 3) examination of aerial photographs of the site and surrounding properties for historical evidence of contamination; 4) conversations with representatives of various regulatory agencies and previous owners of the property about previous land use; 5) a thorough search of all federal, state, county, and city records for evidence of

hazardous material use or misuse at or near the site; and 6) consultation of technical literature as needed.

In summary, the assessment indicates "no evidence of significant hazardous materials contamination on or adjacent to the subject property." Furthermore, the study states, "We observed no obvious evidence of improper storage of hazardous materials during our windshield survey of nearby sites. No state or Federal "Superfund" sites were identified within a one mile radius of the subject property." The major concern with agricultural property is the potential for a residual build up of pesticides and herbicides. Relative to agricultural materials, the study states, based on their findings, "... we anticipate that the potential for significant agricultural chemical residuals to exist in surficial soils of the subject property is low." However, a garage building and other areas of the subject property contain small quantities of abandoned and/or discarded items. The assessment recommends that these items be removed from the site and appropriately disposed of or recycled off site. The consultant also recommends, if ground water directly beneath the property is intended as a potable source, sampling and analyzing water from the existing agricultural supply well and/or from one or more of the ground water monitoring wells installed on the property, in order to evaluate ground water for potential contaminants not evident from the visual reconnaissance or data review. Also, if the wells are not intended for use in the future, they should be properly destroyed and abandoned. These recommendations are included below as mitigation measures.

Mosquito Abatement: In 1986, the City Council certified the 1986 NNCP EIR as adequate. One of the environmental impacts identified in the NNCP EIR was mosquitoes. As undeveloped areas, particularly rice fields, are converted to urban uses, mosquitoes thrive in profusion. To reduce the negative impact of mosquitoes and protect urban residents from profuse mosquitoes generated by rice growing, the following mitigation measure was adopted: The Sacramento Yolo Mosquito Abatement District should implement a specific mosquito abatement program in order to provide urban standards of mosquito control in the project area. Additional revenues for the District would be necessary to pay for the increased control costs. (NNCP EIR, page B-37). To provide an urban level of mosquito control, an assessment district may be formed. This project would be required to participate in that district, once formed.

The regulatory provisions identified above related to construction near electrical facilities, participation in a mosquito control assessment district, once formed, mitigation measures related to discarded items and abandoned wells, as well as those regulatory provisions related to hazardous materials identified in the Risk-of-Upset section (Section 10) are expected to reduce the threat to human health below a level of significance.

NORTH NATOMAS IMPACT:

Existing regulatory provisions and the following mitigation measures related to mosquito abatement, disposal of discarded items, and abandonment of unused wells are expected to reduce the human health impact below a level-of-significance.

MITIGATION:

Mitigation Measure #10: The applicant shall participate in the Mosquito Abatement Control Program Assessment District to be established by the Sacramento Yolo Mosquito Abatement District in order to provide urban standards of mosquito control in the project area.

Mitigation Measure #11: The garage building and other discarded items on-site shall be disposed of properly.

Mitigation Measure #12: Properly destroy and abandon any well not intended for use in the future.

SOUTH NATOMAS IMPACT:

A less-than-significant human health impact is expected within the South Natomas Community.

18. AESTHETICS

Establishment of the PUD Guidelines and Schematic Plan is requested with this application. Development guidelines are proposed for all the various proposed land uses. Any building will comply with all height, area, and setback requirements of the PUD Guidelines, once adopted, and the City Zoning Ordinance, where applicable. To create an aesthetic impact, the proposed project must obstruct a public scenic view or create an aesthetically offensive site. The project does neither so it is not anticipated that any significant aesthetic impacts will result from the project.

NORTH NATOMAS IMPACT:

Obstruction of a scenic view or creation of an aesthetically offensive site is not anticipated to occur. A less-than-significant impact is expected.

SOUTH NATOMAS IMPACT:

Obstruction of a scenic view or creation of an aesthetically offensive site is not anticipated to occur. The proposed project is not expected to aesthetically impact the South Natomas Community. A less-than-significant impact is expected.

19. RECREATION

The project is proposed for a site that has been identified for urbanized land uses. The adopted NNCP designates 27.0± acres of Park, 164.4 acres of Golf Course, 19.6 acres of Detention Basin, and 25.0 acres of other open space, including a portion of the agricultural buffer along Elkhorn Boulevard but excluding the 5 acre civic utility area in the ag buffer. The proposed project calls for 100.0 gross acres of Park, 16.7 gross acres Detention Basin and 32.5 gross acres of open space along Elkhorn, excluding the 5 acre civic utilities site. The golf course is proposed to be deleted.

Originally, the golf course was a feature proposed by the then-current property owner and included in the 1994 NNCP. The golf course was to be used as a feature similar to Swallows Nest in the South Natomas area with upscale homes surrounding it. Now, the new property owner is proposing to delete the golf course feature and locate the larger residential lots near the linear parks. The original golf course included two detention basins; the detention basins have been retained in the proposed project.

The applicant is proposing to organize the proposed neighborhoods around two linear parkways. Each linear parkway has an elementary school at the outside end and converges at the village center. The linear parkways provide active and passive recreation facilities and they serve as linear pedestrian/ bicyclist corridors through the neighborhoods.

The project includes 2,758 low density units (lots at least 50 feet by 105 feet), 1,654 medium density units (lots less than 50 feet by 105 feet), and 1,158 high density units. Using 1.54 residents per high density unit, 1.91 residents per medium density unit and 2.55 residents per low density unit, the number of anticipated residents in the proposed project is 11,975. Using the five acres per 1,000 residents standard in the Parks Master Plan, the number of acres of park, not including joint use school/ park acres, needed to serve the projected residents is 59.9 acres. The park acres proposed by the applicant is 100.0 gross acres, not including any joint use school/ park acreage. Therefore, the proposed project does not have a significant impact on recreation in that adequate park land is provided to the projected population on the site.

According to the 1994 North Natomas Community Plan, 80 percent of all residential units in the community plan area must be within 880 feet of some form of open space, including parks, schools, drainage canals, detention basins, and buffers. The proposed project indicates that 90 percent of the homes within the project area are within 880 feet of open space uses. Therefore, the project complies with the open space proximity standard.

Financing of park development is included in the North Natomas Financing Plan. Land acquisition of community/ neighborhood parks is paid for through Quimby Act fees and development costs of the community/ neighborhood parks are included in the Public Facilities Fee portion of the North Natomas Development Impact Fees. Land acquisition of the regional park (located off-site) is included in the Financing Plan, however, development costs of the regional park are not included in the plan. Surpluses of the Financing Plan or the City General Fund are anticipated to be used to pay for the cost of developing the regional park. The applicant shall participate in the North Natomas Financing Plan and the Landscaping and Lighting District.

NORTH NATOMAS IMPACT:

The proposed project is not anticipated to significantly affect the quantity or quality of recreational facilities in the area. Therefore, the proposed project is not expected to result in a significant recreational impact.

SOUTH NATOMAS IMPACT:

The proposed project is not expected to result in a significant recreational impact on the South Natomas Community.

20. CULTURAL RESOURCES

The project site is identified as a Primary Impact Area in the Sacramento General Plan Update Draft Environmental Impact Report (SGPU DEIR, page V-5). Also, the project site is indicated to be within a medium and high sensitivity area on the Archaeological Sensitivity Map prepared by David Chavez and Associates (1986 NNCP EIR Exhibit O-3). According to the Archaeological Inventory and Extended Phase I Test Excavations at CA-SAC-422 study conducted by PAR Environmental Services, Inc. dated April 1992, and the Cultural Resources Inventory and Evaluation for the Proposed Northpointe Development prepared by PAR Environmental Services, Inc., dated October 16, 1990, one prehistoric site (identified as "NP-1" in the October 1990 study and "CA-Sac-422" in the April 1992 study) was identified and recorded on the Northpointe site. "On October 18 and 19, 1990, a series of manual auger units and one controlled excavation unit were excavated at CA-Sac-422 to determine the boundaries of the site and to ascertain whether or not stratigraphy was present. This extended phase of the inventory revealed that an intact subsurface midden was present, possibly containing human remains. The horizontal extent of the midden was not determined during the October 1990 excavations.

Additional geotechnical truck-mounted core samples (GTCS) were excavated at CA-Sac-422 in October 1991. This additional work was undertaken in an attempt to delineate better the extent of subsurface midden and determine the presence or absence of a prehistoric cemetery. As a result, the site boundary was reduced in size as compared to the original estimate based only on surface observations. No human remains were encountered during these excavations.

CA-Sac-422 appears to represent an Early Horizon period site (dating to 2500-100 BC) with an intact midden deposit. Although it was not confirmed during the testing, the presence of charrestones and one probable human bone indicate that human remains may be present. Based on its age and the scarcity of Early Horizon sites, CA-Sac-422 has the potential of making significant contributions to our understanding of early California prehistory."

The PAR study suggests the following possible mitigation measure related to the appropriate preservation of this archaeological site: "Prior to any further disturbance or development of the site, a test excavation program should be undertaken. The focus of the testing would be to determine if intact human remains are present within the resource and to assess the significance of the midden deposit. A research design will need to be created which would be used as a guide for addressing research questions during the testing program. Native American monitors should be involved in the testing program, and the importance of the site should be evaluated in terms of CEQA guidelines. If burials are encountered or the midden yields features or important data, mitigation of the adverse effects proposed by the development will need to be implemented." City staff suggests that development be limited on the proposed lot in which the midden site is located shall be prohibited from development until the site can be defined and a mitigation program proposed.

The studies note that cultural resources could be located below the surface on other portions of the project site and would be encountered during construction on the site. The following mitigation measure will reduce the potential impact of the project on other cultural resources, if discovered during construction.

NORTH NATOMAS IMPACT:

The following mitigation measures will help reduce the cultural resources impact of the project to a less-than-significant level.

MITIGATION:

Mitigation Measure #13: If subsurface archaeological or historical remains (including unusual amounts of bones, stones, or shells) are discovered during excavation or construction of the site, work shall stop immediately and a qualified archaeologist and a representative of the Native American Heritage Commission shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less-than-significant level before construction continues.

Mitigation Measure #14: Prior to development of Lot B of the proposed Northpointe Park subdivision, a test excavation program shall be completed to identify and define the boundaries of the archaeological site known as CA-Sac-422. Appropriate mitigation measure(s) shall be determined in coordination with the State Office of Historic Preservation and the Native American Heritage Commission prior to any development of the lot.

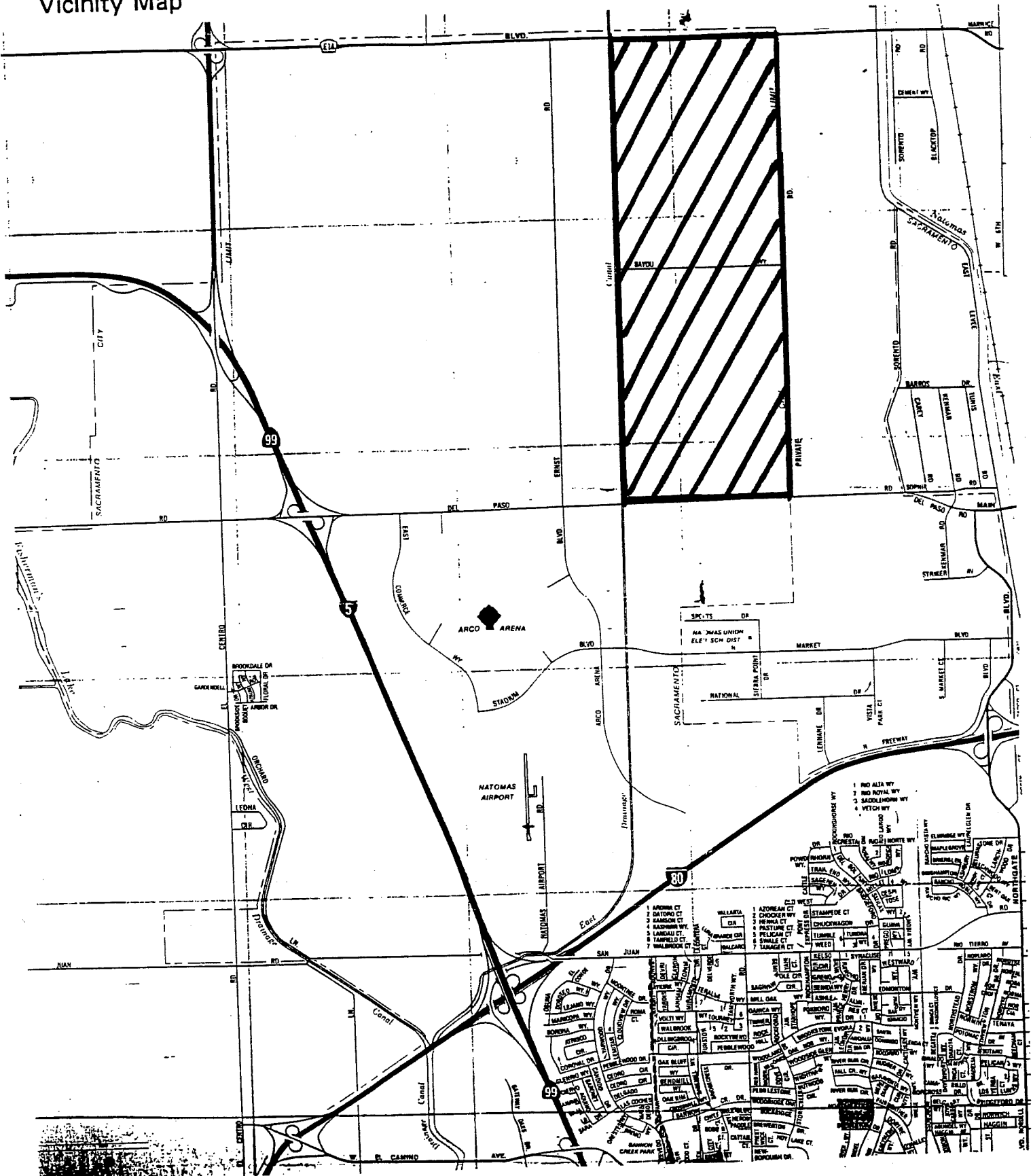
SOUTH NATOMAS IMPACT:

The project is expected to have a less-than-significant impact on cultural resources within the South Natomas Community.

FINDINGS REGARDING FLOOD-RELATED IMPACTS

1. The project, Northpointe Park - P96-058 (the "Project"), is located in an area of the City determined to have less than 100-year flood protection. Implementation of the Project will therefore expose people and property to the risk of injury and damage in the event of a 100-year or lesser flood. These risks are considered significant adverse impacts under CEQA.
2. The City Council has evaluated these impacts in the Environmental Impact Report (EIR) prepared in connection with the Land Use Planning Policy Within the 100-Year Floodplain (M89-054) adopted by the Council on February 6, 1990. The EIR is available through the Department of Planning and Development, 1231 I Street, Room 300, Sacramento, California. This document serves as a program EIR addressing the flood-related risks to people and property created by new development in the 100-year floodplain in the City.
3. The flood-related risks created by the Project fall within the scope of the program EIR. Accordingly, the findings adopted by the Council in connection with its certification of the program EIR and its adoption of the Policy are applicable to and are hereby adopted in connection with the Project. These findings are set forth in the Findings of Fact/ Statement of Overriding Considerations for the Land Use Planning Policy Within the 100-Year Floodplain in the City of Sacramento ("Findings"). This document is appended to the program EIR available through the Department of Planning and Development.
4. Building permits may be issued in connection with the Project only if the applicant ensures that any permitted new construction complies with specific flood-related design restriction set forth in Article XXVII of Chapter 9 of the Sacramento City Code. As set forth in the Findings, no additional flood-related mitigation measures applicable to the Project have been required.

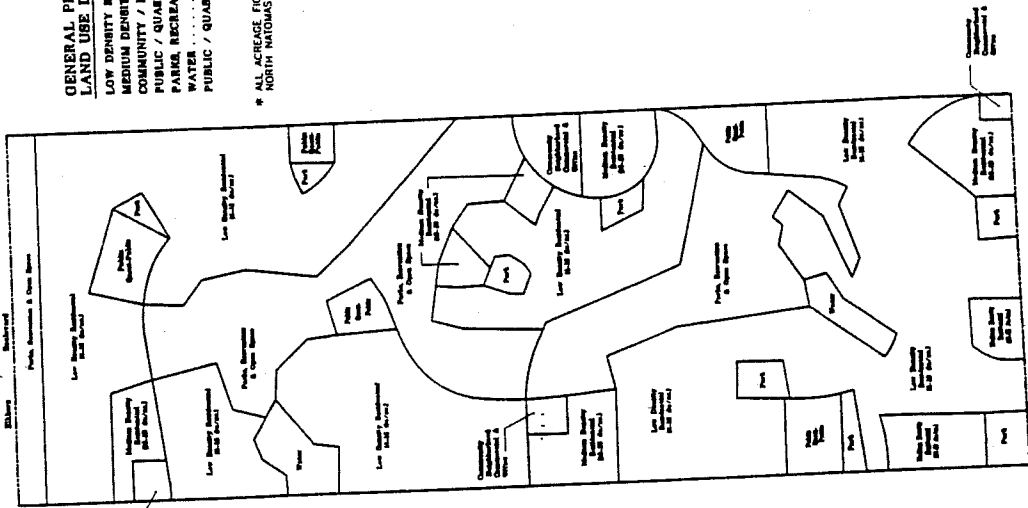
Vicinity Map



General Plan Exhibit NORTH POINTE PARK

City of Sacramento, California

Existing General Plan



**GENERAL PLAN
LAND USE DESIGNATION**

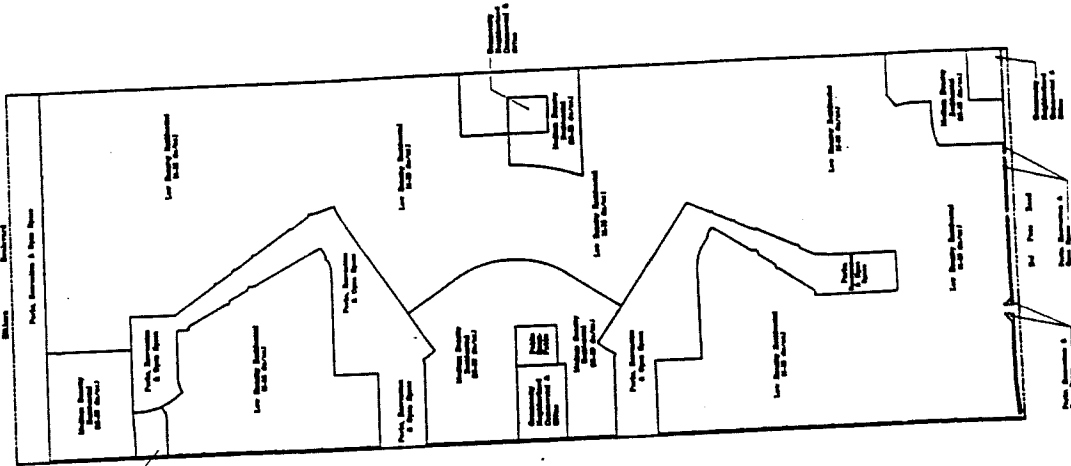
LOW DENSITY RESIDENTIAL (L-1) 40/40	1013 AC
MEDIUM DENSITY RESIDENTIAL (M-1) 40/40	819 AC
COMMUNITY / NEIGHBORHOOD COMMERCIAL & OFFICES	319 AC
PUBLIC / QUARTER-PUBLIC-MISC	194 AC
PARKS, RECREATION, OPEN SPACE	319 AC
WATER	819 AC
PUBLIC / QUARTER PUBLIC	819 AC

* ALL ACREAGE FIGURES PER CITY OF SACRAMENTO NORTH WATSON'S COMMUNITY LAND USE PLAN ADOPTED 5-2-84

**GENERAL PLAN
LAND USE DESIGNATION**

LOW DENSITY RESIDENTIAL (L-1) 40/40	689 AC
MEDIUM DENSITY RESIDENTIAL (M-1) 40/40	181 AC
COMMUNITY / NEIGHBORHOOD COMMERCIAL & OFFICES	319 AC
PUBLIC / QUARTER-PUBLIC-MISC	41 AC
PARKS, RECREATION, OPEN SPACE	118 AC
	847 AC

Proposed General Plan

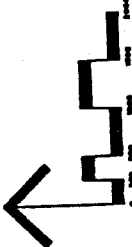


May 31, 1996



The Splink Corporation
 1000 S. GARDNER, SUITE 100
 SACRAMENTO, CALIFORNIA 95825
 (916) 441-1111

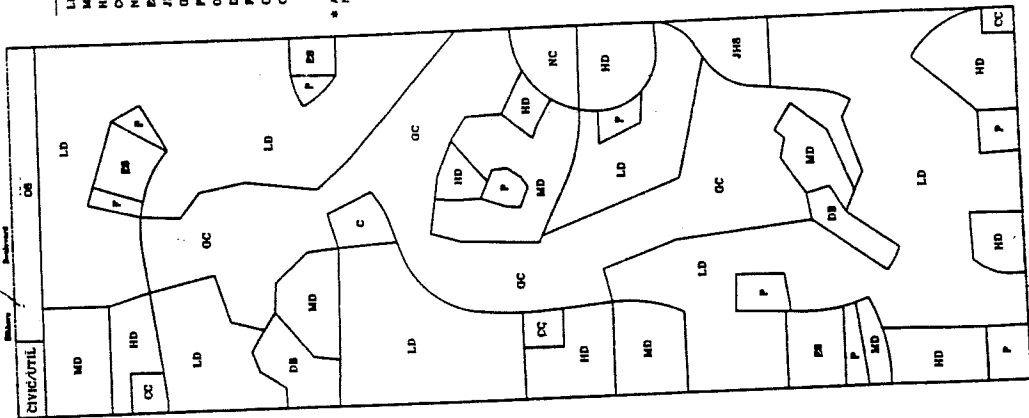
1/10/96 1:00PM 1/10/96 10:00



Community Plan Exhibit NORTH POINTE PARK

City of Sacramento, California

Existing Community Plan



LAND USE LEGEND

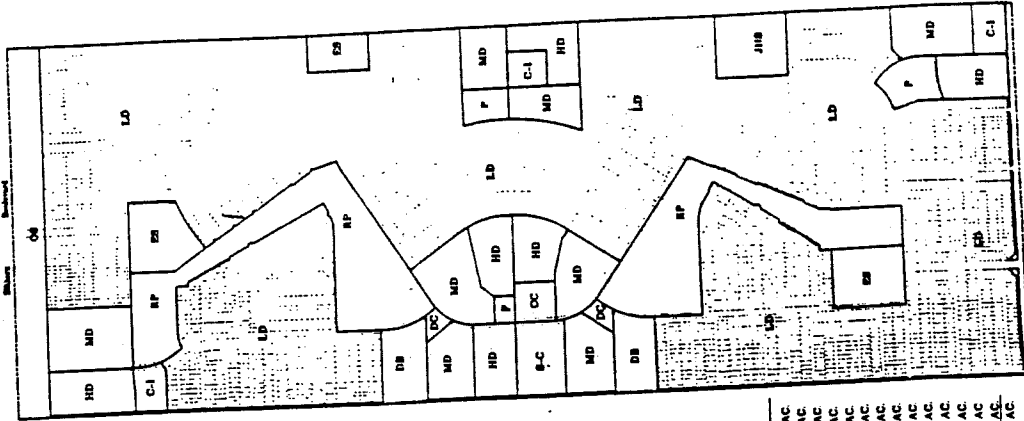
LD	LOW DENSITY RESIDENTIAL	468 AC
MD	MEDIUM DENSITY RESIDENTIAL	983 AC
HD	HIGH DENSITY RESIDENTIAL	978 AC
OC	COMMUNITY CENTER & TRANSIT	88 AC
DB	REGIONAL PARK	189 AC
P	ELEMENTARY SCHOOL	88 AC
C-J	JUNIOR HIGH SCHOOL	108 AC
DB	OPEN SPACE	184 AC
OC	OPEN SPACE	879 AC
DB	DETENTION BASIN	18 AC
P	FIRE STATION	16 AC
CIVIL UTIL	CIVIL UTILITIES	88 AC
COM CENTER	COMMUNITY CENTER	88 AC
		879.1 AC

* ALL ACREAGE FIGURES PER CITY OF SACRAMENTO NORTH NAUMAS COMMUNITY LAND USE PLAN ADOPTED 3-7-94

PROPOSED COMMUNITY PLAN
LAND USE LEGEND

LD	LOW DENSITY RESIDENTIAL	682 AC
MD	MEDIUM DENSITY RESIDENTIAL	718 AC
HD	HIGH DENSITY RESIDENTIAL	48 AC
OC	COMMUNITY CENTER & TRANSIT	41 AC
DB	REGIONAL PARK	88 AC
P	ELEMENTARY SCHOOL	88 AC
C-J	JUNIOR HIGH SCHOOL	88 AC
DB	OPEN SPACE	88 AC
OC	OPEN SPACE	88 AC
DB	DETENTION BASIN	18 AC
P	FIRE STATION	16 AC
C-C	COMMERCIAL-C	88 AC
C-1	COMMERCIAL-C-1	88 AC
DC	DAY CARE	88 AC
		882 AC

Proposed Community Plan

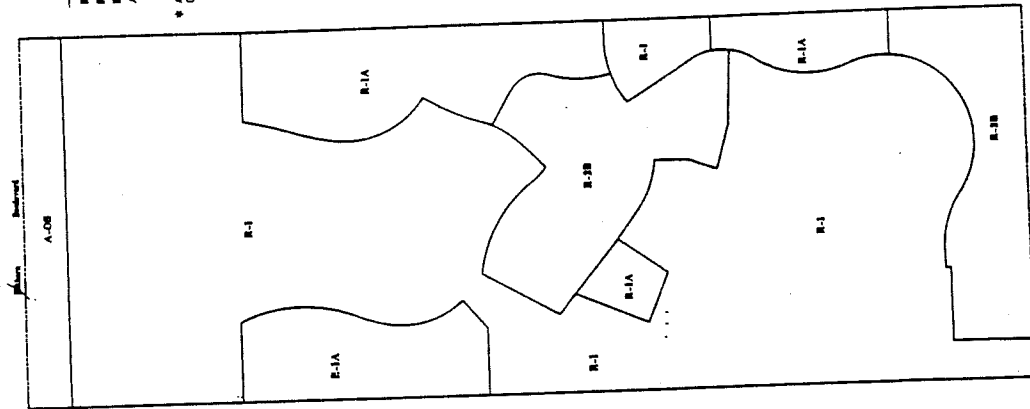


Resoning Exhibit NORTH POINTE PARK

California

City of Sacramento

Existing Zoning

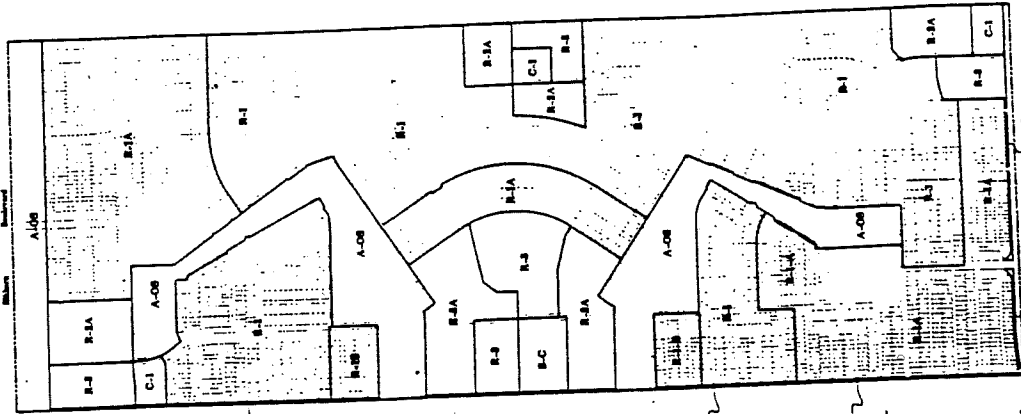


LAND USE LEGEND

- R-1 STANDARD SINGLE FAMILY ZONE . . . 478.8 AC
- R-1A SINGLE FAMILY ALTERNATIVE ZONE . . . 173.8 AC
- R-1B MULTIFAMILY ZONE . . . 187.7 AC
- A-08 AGRICULTURE-OPEN SPACE ZONE . . . 443.8 AC

* ALL ACREAGE FIGURES PER ZONING EXHIBIT FOR CAPITOL GATEWAY UNIT # 2, MARCH 1997

Proposed Zoning



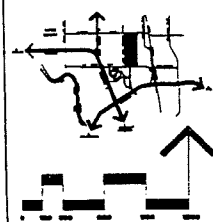
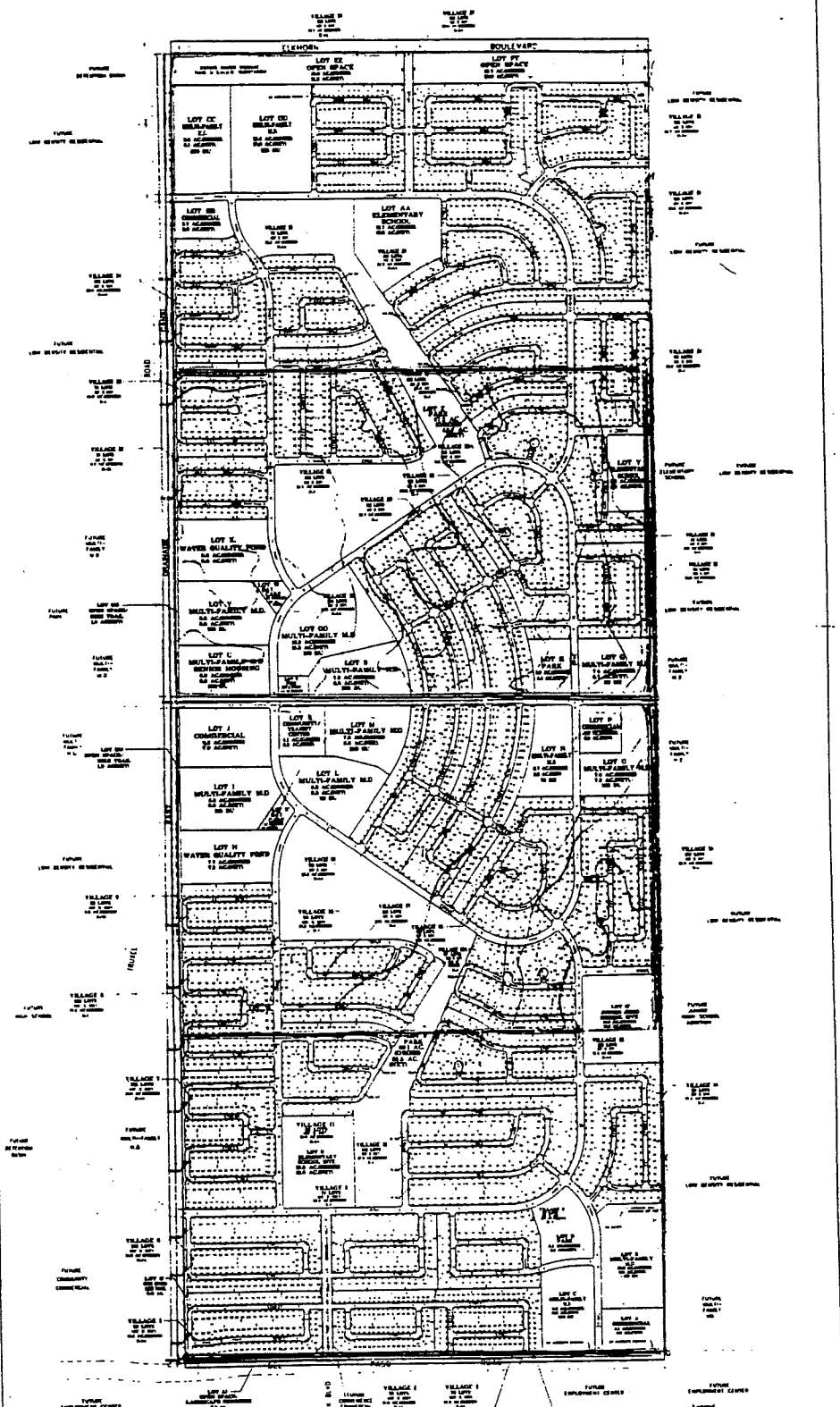
**PROPOSED ZONING
LAND USE LEGEND**

- R-1 STANDARD SINGLE FAMILY ZONE . . . 518.8 AC
- R-1A SINGLE FAMILY ALTERNATIVE ZONE . . . 388.8 AC
- R-1B SINGLE FAMILY ALTERNATIVE ZONE . . . 173.8 AC
- R-1C MULTIFAMILY ZONE . . . 187.7 AC
- R-2 MULTIFAMILY ZONE . . . 187.7 AC
- R-2A MULTIFAMILY ZONE . . . 187.7 AC
- R-2B MULTIFAMILY ZONE . . . 187.7 AC
- R-2C MULTIFAMILY ZONE . . . 187.7 AC
- R-3 AGRICULTURE-OPEN SPACE ZONE . . . 443.8 AC
- R-3A AGRICULTURE-OPEN SPACE ZONE . . . 443.8 AC
- R-3B AGRICULTURE-OPEN SPACE ZONE . . . 443.8 AC
- R-3C AGRICULTURE-OPEN SPACE ZONE . . . 443.8 AC
- R-4 LIMITED COMMERCIAL ZONE . . . 123.8 AC
- R-4A LIMITED COMMERCIAL ZONE . . . 123.8 AC
- R-4B LIMITED COMMERCIAL ZONE . . . 123.8 AC
- R-4C LIMITED COMMERCIAL ZONE . . . 123.8 AC



Tentative Subdivision Map NORTHPOINTE PARK

City of Sacramento California



Notes

1. All lots shown on this map are subject to the provisions of the Subdivision Map Act, Chapter 349, of the California Code of Regulations.
2. The lots shown on this map are subject to the provisions of the Subdivision Map Act, Chapter 349, of the California Code of Regulations.
3. The lots shown on this map are subject to the provisions of the Subdivision Map Act, Chapter 349, of the California Code of Regulations.
4. The lots shown on this map are subject to the provisions of the Subdivision Map Act, Chapter 349, of the California Code of Regulations.
5. The lots shown on this map are subject to the provisions of the Subdivision Map Act, Chapter 349, of the California Code of Regulations.

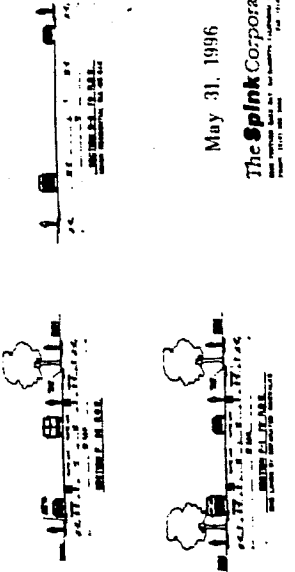
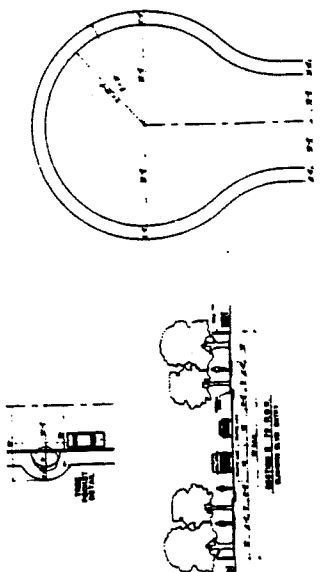
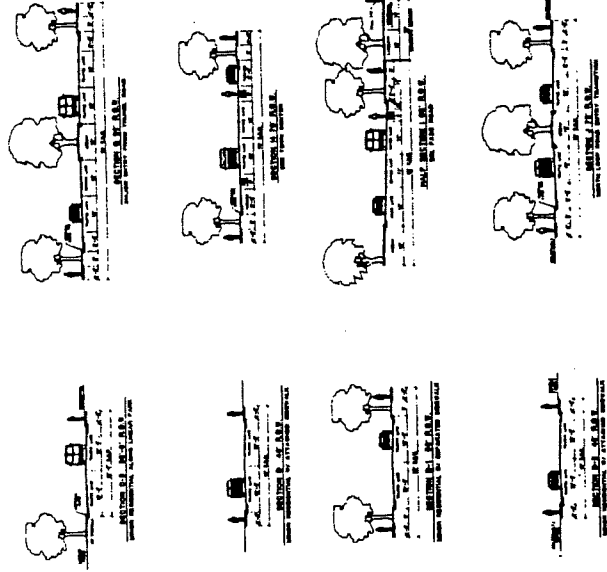
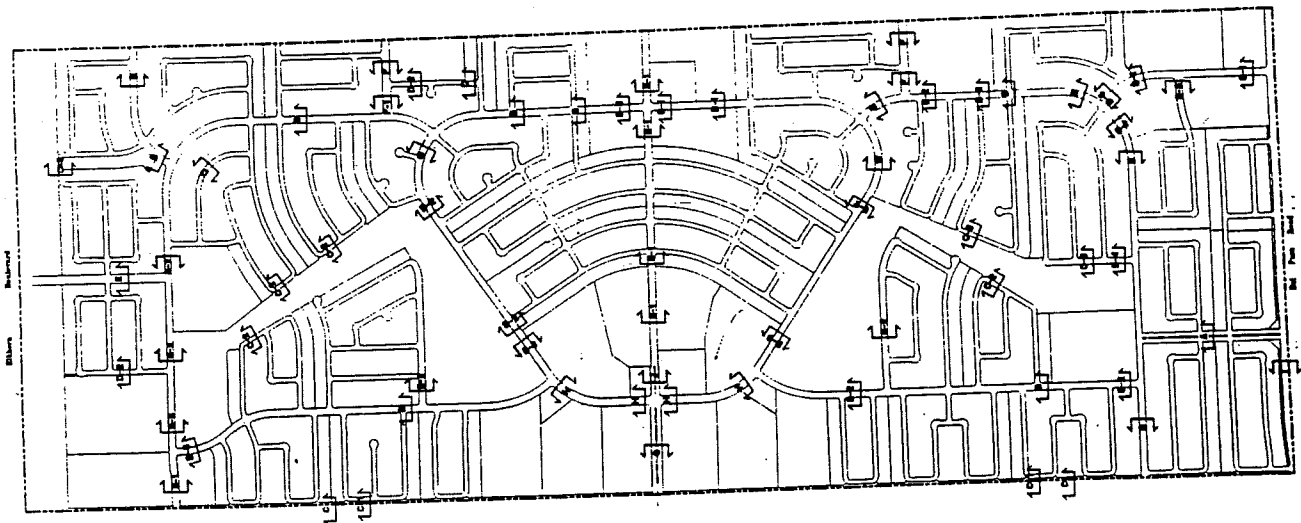
Land Use Summary

Lot No.	Area (sq. ft.)	Area (sq. ft.)	Area (sq. ft.)	Area (sq. ft.)	Area (sq. ft.)
1	1000	1000	1000	1000	1000
2	1000	1000	1000	1000	1000
3	1000	1000	1000	1000	1000
4	1000	1000	1000	1000	1000
5	1000	1000	1000	1000	1000
6	1000	1000	1000	1000	1000
7	1000	1000	1000	1000	1000
8	1000	1000	1000	1000	1000
9	1000	1000	1000	1000	1000
10	1000	1000	1000	1000	1000
11	1000	1000	1000	1000	1000
12	1000	1000	1000	1000	1000
13	1000	1000	1000	1000	1000
14	1000	1000	1000	1000	1000
15	1000	1000	1000	1000	1000
16	1000	1000	1000	1000	1000
17	1000	1000	1000	1000	1000
18	1000	1000	1000	1000	1000
19	1000	1000	1000	1000	1000
20	1000	1000	1000	1000	1000
21	1000	1000	1000	1000	1000
22	1000	1000	1000	1000	1000
23	1000	1000	1000	1000	1000
24	1000	1000	1000	1000	1000
25	1000	1000	1000	1000	1000
26	1000	1000	1000	1000	1000
27	1000	1000	1000	1000	1000
28	1000	1000	1000	1000	1000
29	1000	1000	1000	1000	1000
30	1000	1000	1000	1000	1000
31	1000	1000	1000	1000	1000
32	1000	1000	1000	1000	1000
33	1000	1000	1000	1000	1000
34	1000	1000	1000	1000	1000
35	1000	1000	1000	1000	1000
36	1000	1000	1000	1000	1000
37	1000	1000	1000	1000	1000
38	1000	1000	1000	1000	1000
39	1000	1000	1000	1000	1000
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63	1000	1000	1000	1000	1000
64	1000	1000	1000	1000	1000
65	1000	1000	1000	1000	1000
66	1000	1000	1000	1000	1000
67	1000	1000	1000	1000	1000
68	1000	1000	1000	1000	1000
69	1000	1000	1000	1000	1000
70	1000	1000	1000	1000	1000
71	1000	1000	1000	1000	1000
72	1000	1000	1000	1000	1000
73	1000	1000	1000	1000	1000
74	1000	1000	1000	1000	1000
75	1000	1000	1000	1000	1000
76	1000	1000	1000	1000	1000
77	1000	1000	1000	1000	1000
78	1000	1000	1000	1000	1000
79	1000	1000	1000	1000	1000
80	1000	1000	1000	1000	1000
81	1000	1000	1000	1000	1000
82	1000	1000	1000	1000	1000
83	1000	1000	1000	1000	1000
84	1000	1000	1000	1000	1000
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89	1000	1000	1000	1000	1000
90	1000	1000	1000	1000	1000
91	1000	1000	1000	1000	1000
92	1000	1000	1000	1000	1000
93	1000	1000	1000	1000	1000
94	1000	1000	1000	1000	1000
95	1000	1000	1000	1000	1000
96	1000	1000	1000	1000	1000
97	1000	1000	1000	1000	1000
98	1000	1000	1000	1000	1000
99	1000	1000	1000	1000	1000
100	1000	1000	1000	1000	1000



NORTH POINTE PARK

City of Sacramento, California



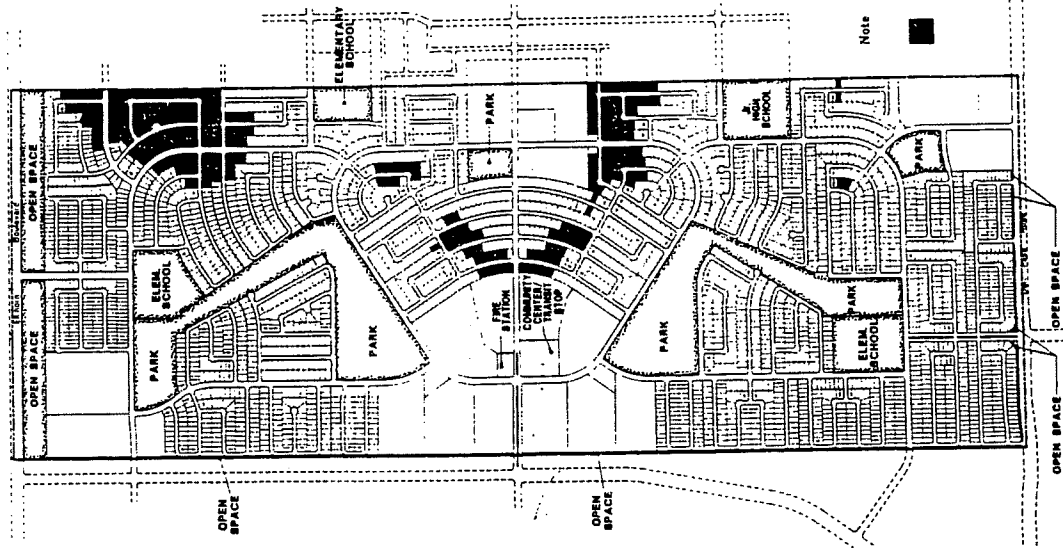
May 31, 1996
The Spink Corporation
1000 ...
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Walking Contour/Bikeways Exhibit

NORTH POINTE PARK

City of Sacramento, California

Walking Contour Exhibit

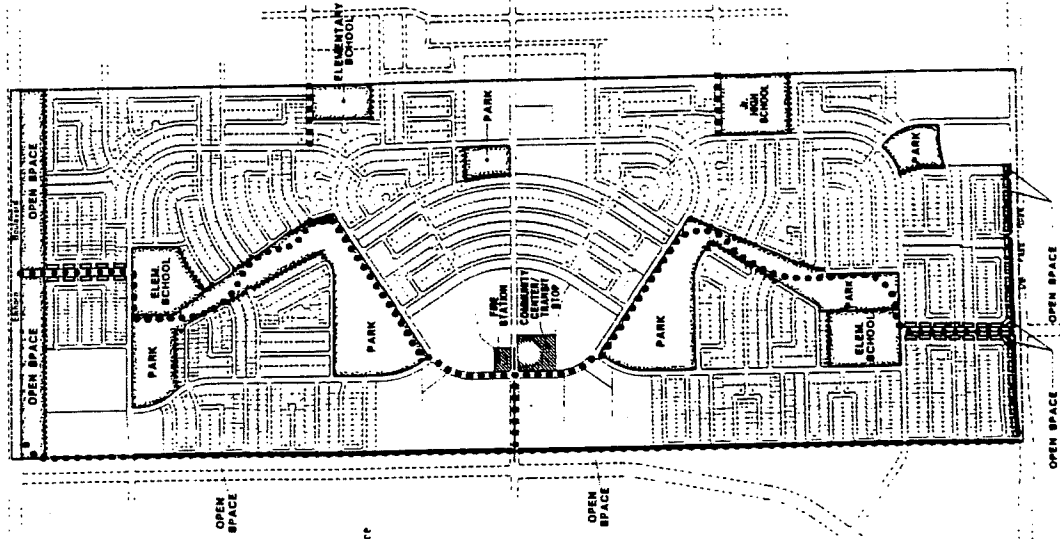


Note: 90% of the Proposed Dwelling Units lie within 800 linear feet/Walking Distance of Parks and Open Space

■ Denotes Single Family lots that lie beyond the 800' walking distance from Parks and Open Space

- Bike Trail: ○ ○ ○ ○ ○
- Masonry Wall: □ □ □ □ □
- Double Rail Fence with Pilaster: ▤ ▤ ▤ ▤ ▤
- Transit Stop: ■

Bikeways Exhibit



May 31, 1996



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1000 North 1st Street, Sacramento, CA 95811
 Phone: (916) 441-1000
 Fax: (916) 441-1001

