

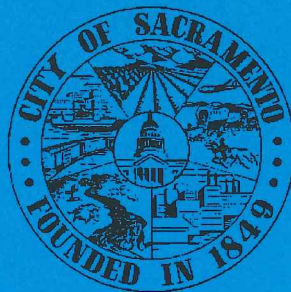
# ParkeBridge

## Residential Subdivision

### Final Environmental Impact Report

SCH# 2005012119

Prepared for:  
The City of Sacramento



Prepared by:  
EIP Associates

January 2006

**ParkeBridge**  
Residential Subdivision

**Final Environmental Impact Report**  
SCH# 2005012119

Prepared for:  
The City of Sacramento

Prepared by:  
EIP Associates

Transportation and Circulation  
Responses Prepared by:

Dowling Associates  
in coordination with the  
City of Sacramento

January 2006



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## **1.0 INTRODUCTION**

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# 1.0 INTRODUCTION

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## PURPOSE OF THIS DOCUMENT

This document contains public comments received on the Draft Environmental Impact Report (Draft EIR) for the ParkeBridge Residential Subdivision Project (proposed project). Written comments were received by the City of Sacramento during the public comment period held from October 7, 2005 through November 22, 2005. This Final EIR includes written responses to each comment received on the Draft EIR. The responses correct, clarify, and amplify text in the Draft EIR, as appropriate. Also included are text changes made at the initiative of City staff. These changes do not alter the conclusions of the Draft EIR. This document has been prepared in accordance with the California Environmental Quality Act (CEQA).

## BACKGROUND

The proposed project includes a tentative subdivision map for the development of 531 residential units, and associated infrastructure, on an 86.7-acre site in the South Natomas area of Sacramento. The project applicant has purchased 88.6 acres from the Natomas Unified School District (NUSD) and entered into an agreement with the City of Sacramento to exchange approximately 29 acres (purchased from NUSD) for 25 acres of City land. As a separate project, approximately 28 net acres (from the land exchange) would be developed as a community park in the future by the City and would be planned and evaluated as part of a process separate from this EIR prior to development by the City.

The project site is located in South Natomas in the City of Sacramento, southeast of the Interstate 80 (I-80) and Truxel Road interchange. The site is flat and has historically been used for agriculture. Two irrigation ditches traverse the site - one on the parcel's eastern border and the other through the center of the site. The City of Sacramento General Plan designations for the site include Low Density Residential (4-15 du/ac), Regional Commercial and Offices, and Parks-Recreation-Open Space. The South Natomas Community Plan (SNCP) designations for the site include Residential 4-8 du/ac, Residential 7-15 du/ac, Office/Office Park, and Parks/Open Space. Zoning for the site includes low-density residential (R-1A), office (OB), and agriculture (A).

The site is bordered on the south by a drainage canal, operated by Reclamation District 1000 (RD 1000), and a low-density single-family housing development, similar in nature to the detached units in the proposed project. Natomas High School is located further to the southwest. There is an undeveloped City parcel to the west, I-80 to the north, and agricultural land to the east. The undeveloped area to the east of the project site is designated by the General Plan and SNCP for office and commercial development.

Entitlements requested from the City of Sacramento for the proposed project include the following:

- Environmental Determination: Environmental Impact Report;
- Mitigation Monitoring Plan;
- Public Infrastructure Agreement between the City and Griffin Industries regarding the development of the site;
- City of Sacramento General Plan Amendment to modify the land use for a portion of the site to allow development of residential uses;

- South Natomas Community Plan Amendment to modify the land use for a portion of the site;
- Rezone;
- Establish Planned Unit Development; and
- Tentative Subdivision Map, subdivision modification, and PUD special permit to subdivide the parcel.

The applicant would be required to obtain a Waste Discharge Requirements Permit from the Regional Water Quality Board as part of the project.

The City circulated a Notice of Preparation for the ParkeBridge Project EIR was circulated with a public review period between January 28, 2005 and February 28, 2005. A revised NOP, including project figures, was recirculated on February 4, and the comment period was extended to March 4, 2005. A public scoping meeting for the EIR was held on February 14, 2005.

The EIR is a Project EIR, pursuant to Section 15161 of the CEQA Guidelines. A Project EIR examines the environmental impacts of a specific project. This type of EIR focuses on the changes in the environment that would result from implementation of the project, including construction and operation.

## **TYPE OF DOCUMENT**

This EIR is an informational document intended to disclose to the City of Sacramento and the public the environmental consequences of approving and implementing the ParkeBridge project. The preparation of the Final EIR focuses on the responses to comments on the Draft EIR. The Lead Agency (City of Sacramento) must certify that the EIR adequately discloses the environmental effects of the project and has been completed in conformance with CEQA, and that the decision-making bodies independently reviewed and considered the information contained in the EIR prior to taking action on the project. The Final EIR must also be considered by the Responsible Agencies, which are public agencies that have discretionary approval authority over the project in addition to the Lead Agency. For this project, the Responsible Agency must consider the environmental effects of the project, as shown in the EIR prior to approving any portion of the project over which it has authority. The California Environmental Quality Act (CEQA) Guidelines Section 15132 specifies the following:

The Final EIR shall consist of:

- (a) The Draft EIR or revision of the draft.
- (b) Comments and recommendations received on the Draft EIR either verbatim or in summary.
- (c) A list of persons, organizations, and public agencies commenting on the Draft EIR.
- (d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process.
- (e) And any other information added by the Lead Agency.

This document contains the list of commentors, the comment letters, and responses to the significant environmental points raised in the comments. The Draft EIR is hereby incorporated by reference.

## ORGANIZATION OF THIS DOCUMENT

For this Final EIR, comments and responses are grouped by comment letter. As the subject matter of one topic may overlap between letters, the reader must occasionally refer to more than one letter and response to review all the information on a given subject. Cross references are provided to assist the reader. Responses to these comments are included in this document to provide additional information for use by the decision makers.

The comments and responses that make up the Final EIR, in conjunction with the Draft EIR, as amended by the text changes, constitute the EIR that will be considered for certification by the City of Sacramento.

The Final EIR is organized as follows:

**Chapter 1 - Introduction:** This chapter includes a summary of the project description and the process and requirements of a Final EIR.

**Chapter 2 - Text Changes to the Draft EIR:** This chapter lists the text changes to the Draft EIR.

**Chapter 3 - List of Agencies and Persons Commenting:** This chapter contains a list of all of the agencies or persons who submitted comments on the Draft EIR during the public review period, ordered by agency, organization, and date.

**Chapter 4 - Comments and Responses:** This chapter contains the comment letters received on the Draft EIR and the corresponding response to each comment. Each letter and each comment within a letter has been given a number. Responses are provided after the letter in the order in which the comments were assigned. Where appropriate, responses are cross-referenced between letters.

**Chapter 5 - Mitigation Monitoring Plan:** This chapter contains the Mitigation Monitoring Plan (MMP) to aid the City in its implementation and monitoring of measures adopted in the EIR.

## PUBLIC PARTICIPATION AND REVIEW

The City of Sacramento notified all responsible and trustee agencies and interested groups, organizations, and individuals that the Draft EIR on the proposed project was available for review. The following list of actions took place during the preparation, distribution, and review of the Draft EIR:

- A Notice of Preparation (NOP) for an EIR was filed with the State Clearinghouse on January 28 and a revised NOP was mailed February 4, 2005. The public review comment period for the NOP was established starting on January 28, 2005 and ending on March 4, 2005.
- A public scoping meeting for the EIR was held on February 14, 2005.
- A Notice of Completion (NOC) and copies of the Draft EIR were filed with the State Clearinghouse on October 7, 2005. An official 45-day public review period for the Draft EIR was established by the State Clearinghouse, ending on November 23, 2005 and a

Notice of Availability (NOA) was distributed to interested groups, organizations, and individuals including property owners within 500 feet of the project boundaries.

- The Notice of Availability was published in the Daily Recorder, a newspaper of general circulation, and the project site was posted with copies of the Notice of Availability, on October 7, 2005.
- Copies of the Draft EIR were available for review at the City of Sacramento's Environmental Planning Services Department, North Permit Center, 2101 Arena Boulevard, 2<sup>nd</sup> Floor, Sacramento, CA 95834.

**2.0 CHANGES TO THE DRAFT EIR**



## 2.0 CHANGES TO THE DRAFT EIR

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### INTRODUCTION

This chapter presents minor corrections and revisions made to the Draft EIR (DEIR) initiated by commenting agencies, the public, staff, and/or consultants based on their on-going review. New text is indicated in underline and text to be deleted is reflected by a ~~strike-through~~. Text changes are presented in the page order in which they appear in the DEIR.

### Summary Table

The level of significance after mitigation for Impact 5.1-2 was reported incorrectly in the Summary Table. The text in the Summary Table on page 3-5 of the DEIR, under the heading "Level of Significance After Mitigation" for Impact 5.1-2, is changed from Significant and Unavoidable to Less Than Significant, as follows:

SU LS

### Air Quality

The following text, clarifying when standard Sacramento Metropolitan Air Quality Management District construction mitigation measures would apply to a project, has been revised subsequent to the receipt of the SMAQMD letter.

The text under the heading Local Air District Rules on page 5.1-9 is amended to add Rules 201 and 902:

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

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

The text in the last paragraph on page 5.1-13 of the DEIR is amended as follows:

Mitigation measures exist that can reduce emissions of construction NO<sub>x</sub>. The SMAQMD recommends standard mitigation for all construction projects that exceed the SMAQMD thresholds of significance. These mitigations are listed below.





**3.0 LIST OF AGENCIES AND PERSONS COMMENTING**



### 3.0 LIST OF AGENCIES AND PERSONS COMMENTING

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#### STATE AGENCIES

1. California Regional Water Quality Control Board, Storm Water Unit, Central Valley Region, Christine Palisoc, Environmental Scientist, October 27, 2005.
2. California Department of Transportation, District 3 – Sacramento Office, Katherine Eastham, Chief, Office of Transportation Planning – Southwest, November 21, 2005.
3. State Clearinghouse and Planning Unit, Terry Roberts, Director, State Clearinghouse, November 22, 2005.

#### LOCAL AGENCIES

4. County of Sacramento Department of Transportation, Matthew G. Darrow, Senior Civil Engineer, October 25, 2005.
5. County Sanitation District 1, Department of Water Quality, Development Services, Wendy Haggard, P.E., November 22, 2005.
6. Sacramento Metropolitan Air Quality Management District, Jeane Borkenhagen, November 23, 2005.

#### INDIVIDUALS

7. Brian McCarthy, no date.



## **4.0 COMMENTS AND RESPONSES**





# California Regional Water Quality Control Board

## Central Valley Region

Robert Schneider, Chair

Alan C. Lloyd, Ph.D.  
Agency Secretary

Sacramento Main Office  
11020 Sun Center Drive #200, Rancho Cordova, California 95670-6114  
Phone (916) 464-3291 • FAX (916) 464-4645  
<http://www.waterboards.ca.gov/centralvalley>



Arnold  
Schwarzenegger  
Governor

27 October 2005

Tom Buford, Associate Planner  
City of Sacramento  
2101 Arena Blvd., Second Floor  
Sacramento, CA 95834

***PROPOSED PROJECT REVIEW, CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA),  
DRAFT ENVIRONMENTAL IMPACT REPORT FOR PARK BRIDGE, STATE  
CLEARINGHOUSE #2005012119, SACRAMENTO, SACRAMENTO COUNTY***

As a Responsible Agency, as defined by CEQA, we have reviewed the Draft Environmental Impact Report for Park Bridge. Based on our review, we have the following comments regarding the proposed project.

Construction Storm Water

A NPDES General Permit for Storm Water Discharges Associated with Construction Activities, NPDES No. CAS000002, Order No. 99-08-DWQ is required when a site involves clearing, grading, disturbances to the ground, such as stockpiling, or excavation that results in soil disturbances of one acre or more of total land area. Construction activity that involves soil disturbances on construction sites of less than one acres and is part of a larger common plan of development or sale, also requires permit coverage. Coverage under the General Permit must be obtained prior to construction. More information may be found at <http://www.swrcb.ca.gov/stormwtr/construction.html>

1-1

Post-Construction Storm Water Management

Manage storm water to retain the natural flow regime and water quality, including not altering baseline flows in receiving waters, not allowing untreated discharges to occur into existing aquatic resources, not using aquatic resources for detention or transport of flows above current hydrology, duration, and frequency. All storm water flows generated on-site during and after construction and entering surface waters should be pre-treated to reduce oil, sediment, and other contaminants. The local municipality where the proposed project is located may now require post construction storm water Best Management Practices (BMPs) pursuant to the Phase II, SWRCB, Water Quality Order No. 2003 – 0005 – DWQ, NPDES General Permit No. CAS000004, WDRS for Storm Water Discharges from Small Municipal Separate Storm Sewers Systems (MS4). The local municipality may require long-term post-construction BMPs to be incorporated into development and significant redevelopment projects to protect water quality and control runoff flow.

1-2



Wetlands and/or stream course alteration

Section 401 of the federal Clean Water Act requires any project that impacts waters of the United States (such as streams and wetlands) to file a 401 Water Quality Certification application with this office. The project proponent must certify the project will not violate state water quality standards. Projects include, but are not limited to, stream crossings, modification of stream banks or stream courses, and the filling or modification of wetlands. If a U.S. Army Corp of Engineers (ACOE) permit is required for the project, then Water Quality Certification must be obtained prior to initiation of project activities. The proponent must follow the ACOE 404(b)(1) Guidance to assure approval of their 401 Water Quality Certification application. The guidelines are as follows:

1. **Avoidance** (Is the project the least environmentally damaging *practicable* alternative?)
2. **Minimization** (Does the project minimize any adverse effects to the impacted wetlands?)
3. **Mitigation** (Does the project mitigate to assure a no net loss of functional values?)

1-3

If, after avoidance and minimization guidelines are considered and wetland impacts are still anticipated:

- determine functional losses and gains (both permanent and temporal; both direct and indirect)
- conduct adequate baselines of wetland functions including vegetation, wildlife, hydrology, soils, and water quality
- attempt to create/restore the same wetland type that is impacted, in the same watershed
- work with a regional context to maximize benefits for native fish, wildlife, vegetation, as well as for water quality, and hydrology
- use native species and materials whenever possible
- document all efforts made to avoid the minimize adverse wetland impacts
- be prepared to develop performance criteria and to track those for between 5 to 20 years
- be prepared to show project success based on achieving wetland functions
- if the project fails, be prepared to repeat the same process (via financial assurance), with additional acreage added for temporal losses
- specify how the mitigation project will be maintained in perpetuity and who will be responsible for the maintenance

For more information regarding Water Quality Certification may be found at  
[http://www.waterboards.ca.gov/centralvalley/available\\_documents/wq\\_cert/application.pdf](http://www.waterboards.ca.gov/centralvalley/available_documents/wq_cert/application.pdf)

Dewatering Permit

The proponent may be required to file a Dewatering Permit covered under Waste Discharge Requirements General Order for Dewatering and Other Low Threat Discharges to Surface Waters Permit, Order No. 5-00-175 (NPDES CAG995001) provided they do not contain significant quantities of pollutants and are either (1) four months or less in duration, or (2) the average dry weather discharge does not exceed 0.25 mgd:

- a. Well development water
- b. Construction dewatering
- c. Pump/well testing
- d. Pipeline/tank pressure testing
- e. Pipeline/tank flushing or dewatering
- f. Condensate discharges
- g. Water Supply system discharges
- h. Miscellaneous dewatering/low threat discharges

1-4

For more information, please visit the Regional Boards website at <http://www.waterboards.ca.gov/centralvalley/> or contact me at 916.464.4663 or by e-mail at [palisoc@waterboards.ca.gov](mailto:palisoc@waterboards.ca.gov).



CHRISTINE PALISOC  
Environmental Scientist  
Storm Water Unit  
916.464.4663

cc: State Clearinghouse, Sacramento



## 4.0 COMMENTS AND RESPONSES

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### **COMMENT LETTER 1: California Regional Water Quality Control Board**

#### **Response to Comment 1-1:**

Comment noted. The project would be required to apply for and comply with a National Pollution Discharge Elimination System (NPDES) General Construction Permit to prevent potential discharges of runoff from construction activities into the City's storm system, as stated on page 5.3-11 of the DEIR.

#### **Response to Comment 1-2:**

Comment noted. The NPDES General Construction Permit would require the preparation of a Stormwater Pollution Prevention Plan (SWPPP) to be kept on the project site during construction activities. The SWPPP must include Best Management Practices (BMPs), which could include erosion control measures (mulch, hydroseeding, geotextiles, mats, and soil binders), sediment control measures (silt fences, fiber rolls, gravel bags, storm drain inlet protection), and housekeeping measures (stabilized construction entrances, vehicle fueling, spill prevention and control, and management of solid waste, concrete, and paint), as stated on page 5.3-8 of the DEIR. These measures, in addition to the proposed detention ponds, would protect receiving waters from potential discharges of contaminants, as stated on page 5.3-12 of the DEIR.

#### **Response to Comment 1-3:**

As stated on page 5.2-12 of the DEIR, the proposed project was designed to avoid any impact to waters of the United States. The ditch adjacent to the eastern boundary of the project site (outside of the project site) would not be disturbed by project activities. The riparian scrub (i.e., wetland portion) within the project site would be fenced and development within the wetland would be restricted while the wetland feature exists. The proposed project includes four canal crossings; as noted on page 5.2-6 of the DEIR. If the canal crossings would be unable to entirely span the canal, a Streambed Alteration Agreement could be required. A Section 401 permit would not be required because the canal is not considered jurisdictional waters of the United States by the U.S. Army Corps of Engineers, as stated on page 5.2-2.

#### **Response to Comment 1-4:**

As stated on page 12 of the Initial Study in Appendix A of the DEIR, the proposed project would not involve groundwater pumping or dewatering. Therefore, no permit for dewatering would be required and there would be no impact due to dewatering.



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

LETTER 2



*Flex your power!  
Be energy efficient!*

November 21, 2005

05SAC0172  
03-SAC-80 PM 3.643/4.983  
ParkeBridge (P04-212)  
Draft EIR  
SCH#2005012119

Mr. Tom Buford  
City of Sacramento, Development Services Department  
Environmental Planning Services  
North Permit Center  
2101 Arena Boulevard, Second Floor  
Sacramento, CA 95834

Dear Mr. Buford:

Thank you for the opportunity to review and comment on the ParkeBridge project DEIR. Our comments are as follows:

- On Page 5.6-57 of the "Transportation and Circulation" Section under Mitigation Measure 5.6-2, the DEIR mitigation language states that I-80 freeway widening is not programmed in the Metropolitan Transportation Plan as a reason for project traffic impacts on the mainline between Norwood Avenue and Northgate Boulevard Interchanges to be deemed "significant and unavoidable". We disagree and this EIR wording should be corrected. The I-80 freeway is to be widened along this mainline segment in the Metropolitan Transportation Plan through the addition of High Occupancy Vehicle (HOV) lanes.
- The ParkeBridge project will contribute traffic to Interstate 80 (I-80) and likely take westbound freeway access at the Truxel Road Interchange and eastbound access at the Northgate Boulevard Interchange. The Initial Study in Appendix A, Page 28, indicates traffic from the project's planned 531 residential units may create potentially significant impacts and congestion. A nearby HOV project on I-80 is currently planned and programmed between Longview Drive and the I-5/I-80 Interchange. It is listed under EA37970 and may be found in the Sacramento Area Council of Government's Metropolitan Transportation Plan as CAL18450. The project is scheduled to begin construction in the year 2011 and be completed by approximately 2013. The HOV lane project was also included in the year 2004 "Measure A Renewal" and is partially funded. Caltrans desires that a fair-share mitigation fee contribution be made toward this programmed freeway project to enhance traffic operations in the vicinity of the ParkeBridge development.
- Ramp meter improvements at the I-80/Northgate Boulevard Interchange southbound to I-80 westbound and northbound to I-80 eastbound ramp facilities should be implemented to help

2-1

2-2

improve the freeway mainline operations near this interchange. A fair-share contribution for these improvements is desired.

- Any sound walls installed adjacent to I-80 to attenuate noise shall be the responsibility of the developer and should be properly set back from the planned future 8-lane freeway footprint.
- Drainage mitigation should be provided if water runoff is directed toward the I-80 freeway. A consultation with Caltrans regarding this project's grading plans and proposed drainage patterns adjacent to the I-80 freeway corridor should be arranged. The EIR should specify how runoff would be handled adjacent to the freeway.
- The proposed new development should mitigate construction such that any activities will not contribute contaminants to storm waters handled by the State, for example oils, grease, sand, sediment, or debris. All runoff that enters the I-80 right-of-way must meet Regional Water Quality Control Board (RWQCB) standards for clean water.
- Any increases of discharge into the State drainage system must be mitigated. Existing drainage patterns must be perpetuated or improved within the State right-of-way. Pre- and post-project discharge information should be supplied for Caltrans review.
- The incorporation of environmental Best Management Practices, ie., retention ponds, infiltration trenches, or other drainage improvements should be used to mitigate drainage impacts by the proposed development.

Please provide us with any further information regarding this project and the requested mitigation. If you have any questions regarding these comments, please contact Ken Champion at (916) 274-0615.

Sincerely,



KATHERINE EASTHAM, Chief  
Office of Transportation Planning - Southwest

c: Scott Morgan, State Clearinghouse

2-2  
Cont.

2-3

2-4

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**COMMENT LETTER 2: California Department of Transportation, District 3 – Sacramento Office****Response to Comment 2-1:**

As described in the DEIR, because the State facilities in the area are already congested, the DEIR determined that the contribution of project-generated traffic would be significant. While the addition of HOV lanes would provide better operations, it will not improve the level of service for the facilities identified as having significant unavoidable impacts in the DEIR and would not fully mitigate the cumulative traffic impacts in the subject section of the I-80 mainline. However, to reduce congestion in the area, the applicant has expressed a willingness to contribute towards the HOV lanes project on the subject segment of I-80 mainline provided that such contribution is reasonable. The City, the project applicant, and Caltrans are coordinating to determine the subject contribution toward the HOV lane.

**Response to Comment 2-2:**

The proposed project would not add traffic to southbound Northgate Boulevard to westbound I-80 ramps. Therefore, the proposed project is not responsible to pay the fair-share contribution for the ramp metering improvements to southbound Northgate Boulevard to westbound I-80 ramps.

Also, as shown in DEIR Transportation and Circulation section, Mitigation Measure 5.6-3, the project's impact at the northbound Northgate Boulevard to eastbound I-80 ramp is identified as ***less-than-significant***. In view of this, the proposed project is not responsible to pay the fair-share contribution for the ramp metering improvements to northbound Northgate Boulevard to eastbound I-80 ramp.

**Response to Comment 2-3:**

The proposed sound walls would be installed by the project applicant as a component of the proposed project, as stated in Mitigation Measure 5.4-2 on page 5.4-14 of the DEIR. The walls would be constructed outside of the Caltrans right-of-way.

**Response to Comment 2-4:**

As described in the DEIR, stormwater drains to Sump 141 southeast of the project site and away from the I-80 under existing conditions. The proposed project includes a drainage system, including adequately sized detention basins, to convey all stormwater flows on the project site away from I-80, to Sump 141, as stated on page 5.3-10 of the DEIR. Construction and operation of the proposed project would be subject to federal, State, and local requirements, which, combined with the design of the proposed detention ponds, would ensure discharge from the project site meets the Regional Water Quality Control Board standards for clean water (see page 5.3-12 of the DEIR).







Arnold  
Schwarzenegger  
Governor

LETTER 3

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



Sean Walsh  
Director

November 22, 2005

Tom Buford  
City of Sacramento  
2101 Arena Blvd, Second Floor  
Sacramento, CA 95834

Subject: Parkerbridge Project EIR (P04-212)  
SCH#: 2005012119

Dear Tom Buford:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on November 21, 2005, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

  
Terry Roberts  
Director, State Clearinghouse

Enclosures  
cc: Resources Agency

3-1

**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 2005012119  
**Project Title** Parkerbridge Project EIR (P04-212)  
**Lead Agency** Sacramento, City of

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**Type** EIR Draft EIR  
**Description** EIR for residential development of approximately 531 low density and medium density residential units.

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**Lead Agency Contact**

**Name** Tom Buford  
**Agency** City of Sacramento  
**Phone** (916) 808.7931 **Fax**  
**email**  
**Address** 2101 Arena Blvd, Second Floor  
**City** Sacramento **State** CA **Zip** 95834

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**Project Location**

**County** Sacramento  
**City** Sacramento  
**Region**  
**Cross Streets** Southeast of Truxel Road and Interstate 80  
**Parcel No.** 225-0160-084, 088, 054, 225-0170-055  
**Township** **Range** **Section** **Base**

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**Proximity to:**

**Highways** I-5 / I-80 / Hwy 99  
**Airports** Sac International Airport  
**Railways** UPRR  
**Waterways** Sacramento River, American River  
**Schools** Natomas High School  
**Land Use** Vacant / Low Density Residential and Regional Commercial

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**Project Issues** Air Quality; Biological Resources; Noise; Solid Waste; Traffic/Circulation; Water Supply; Water Quality

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**Reviewing Agencies** Resources Agency; Department of Fish and Game, Region 2; Department of Parks and Recreation; Department of Water Resources; Office of Emergency Services; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 3; Department of Housing and Community Development; Department of Health Services; Native American Heritage Commission; Public Utilities Commission; Regional Water Quality Control Bd., Region 5 (Sacramento)

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**Date Received** 10/06/2005 **Start of Review** 10/07/2005 **End of Review** 11/21/2005

**COMMENT LETTER 3: State Clearinghouse and Planning Unit**

**Response to Comment 3-1:**

The comment is noted.





LETTER 4

Municipal Services Agency

Department of Transportation

Tom Zlotkowski, Director

Terry Schutten, County Executive  
Cheryl Creson, Agency Administrator

## County of Sacramento

October 25, 2005

Mr. Tom Buford  
City of Sacramento Planning Department  
2101 Arena Boulevard  
Sacramento, CA 95834

### SUBJECT: REVIEW OF PARKEBRIDGE SUBDIVISION PROJECT DRAFT EIR

Dear Mr. Buford:

The Sacramento County Department of Transportation has reviewed the Draft EIR for the Parkebridge Residential Subdivision project, dated October 2005. We appreciate the opportunity to review this document, and have the following comments:

- The County would like the following intersections to be included in the traffic study:
  - Gateway Park Blvd. & Arena Blvd./Market Blvd.
  - Northgate Blvd. & Market Blvd.

Based on the data in figures 5.6-10 to 5.6-11, the project may have an impact

If you have any questions please call Scott Fujikawa at 874-5259 or me at 874-7052.

Sincerely,

Matthew G. Darrow  
Senior Civil Engineer

MGD:smf

c: Steve Hong, IFS



*"Leading the Way to Greater Mobility"*

Design & Planning: 906 G Street, Suite 510, Sacramento, CA 95814 . Phone: 916-874-6291 . Fax: 916-874-7831  
Operations & Maintenance: 4100 Traffic Way, Sacramento, CA 95827 . Phone: 916-875-5123 . Fax: 916-875-5363  
[www.sacdot.com](http://www.sacdot.com)



**COMMENT LETTER 4: County of Sacramento Department of Transportation****Response to Comment 4-1:**

The commenter mentions that the County would like the following intersections to be included in the traffic study:

- Gateway Park Blvd & Arena Blvd./Market Blvd.
- Northgate Blvd. & Market Blvd.”

The study intersections were selected based upon the anticipated volume and distributional patterns of project traffic, known locations of operational difficulty, the responses to the Notice of Preparation (NOP) for an Environmental Impact report (EIR), and likelihood of potentially significant traffic impact from the proposed project. No intersections other than those included in the study were specifically called for in the responses to the NOP; and the project traffic volumes at the intersections listed in the comment are expected to be small.

As shown in Figure 5.6-13 and Figure 5.6-14 the proposed project would add a maximum of 104 peak hour trips to the section of Truxel Road just north of I-80. It may be noted that most of the project traffic is expected to use Truxel Road rather than Gateway Park Boulevard. The proportion of peak hour project trips that would pass through the Gateway Park Blvd & Arena Blvd./Market Blvd. intersection is expected to be substantially less than 50 vehicles. Likewise, Figure 5.6-13 and Figure 5.6-14 show that fewer than 50 vehicles would use Northgate Boulevard north of I-80. The number of project-generated peak hour vehicles passing through the Northgate Blvd. & Market Blvd. intersection is expected to be significantly fewer than 50 vehicles. In view of this, the likelihood that the project would cause a significant traffic impact at either intersection is considered to be remote, and no additional study is necessary.







November 22, 2005  
E225.000

10545 Armstrong Avenue

Mather

California

95655

Tele: (916) 876-6000

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www.csd-1.com

Tom Buford  
City of Sacramento  
Development Services Department  
Environmental Planning Services  
2101 Arco Boulevard, Second Floor  
North Permit Center  
Sacramento, CA 95834

**Subject: Notice of Availability- Draft Environmental Impact Report for the Parkbridge Residential Subdivision Project**  
APN: 225-0160-084, 088, 054; 225-0170-055  
Control No. P04-212

**Board of Directors**  
Representing:

- County of Sacramento
- City of Citrus Heights
- City of Elk Grove
- City of Folsom
- City of Rancho Cordova
- City of Sacramento

- Robert F. Shanks  
District Engineer
- Marcia Maurer  
Chief Financial Officer
- Wendell H. Kido  
District Manager
- Mary K. Snyder  
Collection Systems Manager

Dear Mr. Buford:

County Sanitation District 1 (CSD-1) and Sacramento Regional County Sanitation District (SRCSD) have reviewed the Draft Environmental Impact Report (DEIR) for the subject project.

We are concerned about the description of the sewer facilities and their outfall. In the interim solution, the ParkeBridge project will add significant flows to a sewer system that is already relatively full. The immediate outfall through the Opus project (not completed yet), has been described. However, beyond that, the DEIR fails to discuss the interim and permanent outfalls of the sewer service. As the permanent outfall will be the Upper Northwest Interceptor (UNWI) which is not complete yet, we expected the DEIR to discuss the interim solution (via an existing pump station on San Juan Road).

The DEIR describes the amount of flow in comparison to the capacity of the treatment plant. That comparison fails to address *how* the flow gets there. Generally, the capacity of the treatment plant is not the issue, but rather the capacity of the pipes needed to get there. And the pipes currently in use in this area are very full.

Additionally, the flows from the site have been incorrectly calculated on page 32 of Appendix A in the DEIR. The formula can be found in the Sacramento County Improvement Standards dated 1999.

These concerns were specified via email conversations with the applicant previously. However, we never received a Notice of Preparation for this project, so the concerns were not directly related to the City of Sacramento.

The above concerns may not require direct mitigation, but they are still pertinent to the accuracy of the information currently presented in the DEIR.

We expect that if the project is subject to currently established policies, ordinances, fees, and to conditions of approval, then mitigation measures within the DEIR will adequately address the sewage aspects of the project.

5-1

5-2

5-3

5-4

Tom Buford  
November 22, 2005  
Page 2

If you have any questions regarding these comments, please call Stephen Moore at (916) 876-6296 or myself at (916) 876-6094.

Sincerely,



Wendy Haggard, P.E.  
Department of Water Quality  
Development Services

WH: cc

cc: Melenie Spahn  
Amber Schalansky

**COMMENT LETTER 5: County Sanitation District 1****Response to Comment 5-1:**

As stated in the Initial Study (DEIR Appendix A; page 32), the project applicant would participate in downstream sewer lift station improvements to increase the capacity of the proposed Upper Northwest Interceptor that would ultimately receive wastewater generated at the project site. The commenter notes that this facility is not yet constructed and project flows would be sent to an existing pump station on San Juan Road during the interim period. The description below details how long-term and interim sewer service would be provided to the project site and the capacity of facilities to which the proposed project would contribute flows.

Until the Upper Northwest Interceptor (UNWI) is completed in 2010, the project site would use the Interim Lift Station constructed by Opus West on the Opus development site. G.C. Wallace of California, Inc., the design engineer, has submitted an Interim Lift Station and Force Main Design Study and Improvement Plans and expects construction completion in 2005/2006. The Opus development site requires the interim lift station to transport wastewater from its project to the existing sewer system in the short term, but when the UNWI is completed, the 24" pipe will gravity flow to the UNWI. No lift station is required. The Opus development site Interim Lift Station and force main has been designed to accommodate sewer flows from the Opus development site (0.57 mgd peak wet weather flow (PWWF)) as well as 0.47 mgd PWWF of upstream flows from project site only. The proposed project is estimated to generate an interim PWWF of 0.47 mgd. Additional sewer flows from adjacent developments within the Natomas Central Shed Area were not considered in the design of the Interim Facilities.

The 24-inch trunk sewer through the Opus development site, immediately downstream of the project site, has full capacity available (4.63 mgd PWWF). Buildout of the Opus development site will generate 0.57 million gallons per day (mgd) PWWF (G.C. Wallace of California, Inc, *The Promenade at Natomas Sanitary Sewer Study*, August 2004). The remaining approximately 4.0 mgd capacity would be used for upstream development, including high schools, the proposed project, and potential development on the property east of the project site. The trunk sewer capacity, 4.63 mgd PWWF, would be adequate to service upstream development within the Natomas Central Shed Area depicted in the *CSD-1 Sewerage Facilities Expansion Master Plan Final Report* (updated October 2004).

In 1993, the Sacramento Regional County Sanitation District (SRCSD) completed the *Sewerage Expansion Study* (SSES), which was subsequently updated in 1994. The study recommended construction of a new interceptor pipeline to carry flows generated in northern Sacramento County and the Natomas area to the Sacramento Regional Wastewater Treatment Plant (SRWTP). The pipeline recommended by the study would consist of the UNWI and the Lower Northwest Interceptor (LNWI). The proposed project would convey flows via the UNWI to the Natomas Pump Station, located on San Juan Road near the northeast corner of the I-5 and I-80 interchange. The LNWI would convey flows from the Natomas Pump Station to the SRCSD treatment plant (*Lower Northwest Interceptor Project, Environmental Impact Report*, May 2003, page 2-2). The proposed project would also convey flows via the LNWI to the Natomas Pump Station.

The LNWI alignment will begin at the existing Natomas Pump Station located near Airport Road and I-80. The new Natomas Pump Station will replace the existing pump station and will receive flows from the UNWI, the North Natomas Interceptor, and local Natomas trunk sewers. The structural portion of the new Natomas Pump Station will be built in two phases, while pumps and associated mechanical/electrical equipment will be installed in four phases. Emergency power will be provided

by engine generators, sufficient to power the entire reliable pumping capacity (i.e., phased in along with pumps). The project is currently under construction with completion expected in 2010.

The CSD-1 *Sewerage Facilities Expansion Master Plan Final Report* (updated October 2004) includes facilities to gravity flow the project site shed area (Natomas Central Shed Area) via a proposed 24-inch trunk conveying flows to the UNWI. Due to prior discussions with CSD-1 regarding their need to relieve flows from San Juan Boulevard, the 21-inch sewer extension across I-80 will be upsized to a 24-inch trunk line. Construction of the proposed 24-inch trunk sewer through the Opus development site is currently underway with a completion date of 2005/2006. The Northwest Interceptor is also under construction with a scheduled completion date of 2010. Design and construction of the portion of 24-inch sewer interceptor extending from Rosin Boulevard north under I-80 to the Opus development site is projected to be complete in 2006, prior to construction of the proposed project.

The proposed project would be required to contribute fair-share funds for the planned expansions of the facilities described above. Capacity exists to serve the proposed project during both the interim period and the long-term.

**Response to Comment 5-2:**

The generation rate used to calculate wastewater from the proposed project (400 gallons per day per dwelling unit) was provided by the City of Sacramento Utilities Department. The commenter requests that wastewater be calculated using the 1999 Sacramento County Improvement Standards. Based on the information included in the ParkeBridge Sewer Study, the proposed project would generate a design flow of approximately 0.57 mgd, using the required design criteria for CSD-1 (six equivalent dwelling units per acre in addition to the proposed 531 units). Based on the description of sewer service provided in Response to Comment 5-1, the Initial Study conclusion would remain valid.

**Response to Comment 5-3:**

The comment is noted. As stated in the comment, the City of Sacramento did not receive the above comments for inclusion in the DEIR.

**Response to Comment 5-4:**

As discussed above, the project applicant would comply with existing policies and ordinances and would be required to participate in any applicable fee program. As stated in the comment, upon compliance with existing policies, ordinances, and fees, potential impacts related to wastewater would be adequately addressed in the DEIR and further mitigation is not required.



November 23, 2005

Mr. Tom Buford  
City of Sacramento, Development Services Department  
Environmental Planning Services  
2101 Arena Boulevard, Second Floor  
Sacramento, CA 95834

**SUBJECT: Draft EIR for the ParkeBridge Subdivision Project #P04-212  
SMAQMD # SAC200400301C**

Dear Mr. Buford:

Thank you for providing the project listed above to the Sacramento Metropolitan Air Quality Management District (District). Staff comments follow.

The Draft EIR states that construction related emissions for this project will be significant. Mitigation measures 5.1-2 (a-c) constitute the District's on-site construction mitigation. We look forward to working with the proponent's representative on this mitigation.

6-1

Measure 5.1-2 (d) references an off-site mitigation fee for construction emissions not reduced by the on-site measures referenced above. We prefer that that the specific amount of this fee is stated in the draft document. The fee is calculated by taking the projected emissions over the District's threshold and multiplying them by the number of days of the impact and then multiplying that by the cost of \$13,600/ton of emissions. That is the cost of reducing emissions used throughout the state.

6-2

The offsite fee for this particular project will be \$80,633. The URBEMIS modeling results provided in Appendix C of the document were used in the calculation. A copy of the fee spreadsheet is enclosed. This fee should be paid to the District prior to the issuance of any grading permit. **We recommend the fee and the timing requirement be included in the final document as a specific mitigation and as a condition of approval for the project.**

In addition, we want to point out an error. On page 5.1-13, the document states that "The SMAQMD recommends standard mitigation of all construction projects." That is incorrect. The District only recommends the standard mitigation on projects which exceed the District's thresholds of significance. In the case of ParkeBridge, the construction emissions are projected to exceed the District's threshold and so the standard construction mitigation is appropriate.

6-3

In section 5.1-5, the document discusses the project's exposure to Toxic Air Contaminants (TACs). The document states "It (the project) would place sensitive receptors in proximity to existing mobile TAC by building homes adjacent to I-80." The project appears to be closer than 500 feet from the highway.

6-4

The California Air Resources Board (CARB) recently adopted the "Air Quality and Land Use Handbook: A Community Health Perspective" to provide guidance to local planners

and decision-makers about land use compatibility issues. The Handbook suggests that, at a minimum, the siting of residential uses should not occur within 500 feet of a freeway. Traffic-related studies referenced in the Handbook reflect that the additional health risk attributable to the proximity effect was strongest within 1,000 feet. Other studies conducted near Southern California freeways indicate a dramatic drop off in the concentration of ultra-fine particulates beyond 300 feet. We urge the City to consider the most recent CARB guidance on air quality and land use prior to making a decision on this project. If City approves this project, we urge the City to consider locating non-residential uses in the parts of the project area closest to the freeway, minimizing impacts on residential development. Mitigation measures, such as development guidelines that orient buildings away from the freeway or providing appropriate setback or buffer zones should be included.

6-4 Cont.

The document states (pg 5.1-19) that the TAC impact from mobile sources is considered less-than-significant. However, the District does not have criteria for determining significance of mobile source TACs nor has any been referenced in the document.

6-5

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

6-6

If you have questions, please contact me at 874-4885 or [jborkenhagen@airquality.org](mailto:jborkenhagen@airquality.org).

Sincerely,



Jeane Borkenhagen  
Associate Air Quality Planner Analyst

Enc: Construction Emissions Mitigation Fee spreadsheet- Parkebridge  
SMAQMD Rules & Regulations Statement

cc: Ron Maertz SMAQMD







## **SMAQMD Rules & Regulations Statement**

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

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

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

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

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

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

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



**COMMENT LETTER 6: Sacramento Metropolitan Air Quality Management District****Response to Comment 6-1:**

The comment is noted.

**Response to Comment 6-2:**

As stated on page 5.1-15 of the DEIR, the proposed project would be required to pay the Sacramento Metropolitan Air Quality Management District (SMAQMD) current price per ton of NO<sub>x</sub> reduction. Based upon (written/verbal?) direction from the Air District, projects for which a DEIR was circulated prior to October 10, 2005, would not be required to participate in the fee program referenced in the comment. The ParkeBridge DEIR was circulated on October 7, 2005, so the City does not require the proposed project to participate in the referenced fee program. The project would, however, be required to participate in any other fees that are applicable to projects for which DEIRs were circulated prior to that date.

**Response to Comment 6-3:**

The comment is noted and the text of the DEIR is amended, as shown below, to reflect that standard mitigation is only required on projects that exceed the SMAQMD's thresholds of significance.

The text in the last paragraph on page 5.1-13 of the DEIR is amended as follows:

Mitigation measures exist that can reduce emissions of construction NO<sub>x</sub>. The SMAQMD recommends standard mitigation for all construction projects that exceed the SMAQMD thresholds of significance. These mitigations are listed below.

**Response to Comment 6-4:**

The comment states that the information in the Handbook was intended to provide guidance to local planners and decision makers about potential land use compatibility issues related to mobile toxic air contaminant (TACs). As stated on page 5.1-18 of the DEIR, neither the California Air Resource Board (CARB) nor the SMAQMD have adopted significance criteria for TAC from mobile sources. Similarly, the City has not adopted significance criteria for this source, nor has the City adopted a policy regarding development in the vicinity of freeways. Nonetheless, the DEIR, in Section 5.1, Air Quality, describes the TAC information provided in the CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* and the CARB's findings regarding siting of sensitive uses within 500 feet of a freeway. This information regarding potential health effects from mobile TAC sources as well as SMAQMD's recommendations regarding the placement of non-residential uses in areas closest to the freeway is provided to the decision-makers for their consideration during the project approval process.

**Response to Comment 6-5:**

As noted on pages 5.1-18 and 5.1-19 of the DEIR and by the commenter, CARB and SMAQMD have not established a threshold of significance for impacts from mobile TAC sources. As stated above, the City also has not established a threshold of significance for impacts from mobile TAC sources. Subsequently, the DEIR cannot conclude that a significant impact would occur. Because the proposed project would not exceed any established air quality thresholds, impacts related to mobile TAC were determined to be less than significant. However, as stated above, information

regarding potential health effects from mobile TAC sources from in the CARB's *Air Quality and Land Use Handbook: A Community Health Perspective*, is provided to the decision-makers for their consideration during the project approval process.

**Response to Comment 6-6:**

The DEIR assumes, as stated on page 5.0-2, that the proposed project would comply with all applicable laws and regulations, which would include those noted in the comment, if applicable. Some of the noted regulations are summarized on pages 5.1-9 and 5.1-10 of the DEIR; however, Rule 201 and Rule 902 may not apply to the project. Nonetheless, Rule 201 and Rule 902 are added to the DEIR text on page 5.1-9 under the heading Local Air District Rules as follows:

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

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

BRIAN MC CARTHY  
1048 MILLET WAY  
SACRAMENTO, CALIFORNIA, 95834  
916-359-0180

Arwen Wacht  
City of Sacramento  
Subdivision Committee

Ms. Wacht,

I am writing to convey my concerns with the traffic patterns outlined in the Parkbridge Tentative Subdivision Map.

After spending several months on the Home Sweet Home Traffic Calming Committee, I have grown to understand that the cause of the excessive traffic flows through my subdivision are caused by the uncompleted subdivision's Northern egress points. Although the original plans were approved by the city required these outlets, they have not been implemented because the outlet to Northgate has never been developed. This proposed development fails to make provisions to include the Home Sweet Home northern outlets.

7-1

The proposed plan to send some 1000 plus cars down Fong Ranch Road fails to recognize that the intersection of Fong Ranch and San Juan Roads is in complete gridlock in the morning and afternoon when Natomas High School opens and closes. Adding this proposed traffic to the already existing problems of the area will make this intersection only worse.

7-2

I strongly recommend that all parties involved review this plan and consider incorporating an outlet to Northgate Blvd. I recognize the existing owners of the right of way between the subdivision and Northgate may not be willing to go forward at this time but maybe the City of Sacramento could waive some requirements to facilitate a temporary connector.

7-3

Thank you for your time and consideration,

Brian McCarthy



**COMMENT LETTER 7: Brian McCarthy****Response to Comment 7-1:**

The proposed project includes roadway improvements internally within the project site. The northern egress points to which the comment refers would be on private property under different ownership than that of the project site. The project applicant cannot compel owners of adjacent property to allow improvements through that property. It should be noted, however, that although the project does not propose the construction of any through roads to Northgate Boulevard, the traffic section of the DEIR (Section 5.6) analyzes scenarios without the extended road (as proposed) and with the extension of a road to Northgate in the case that the adjacent property owner develops that site. The effects to area roadways are described for both these scenarios in Section 5.6 of the DEIR.

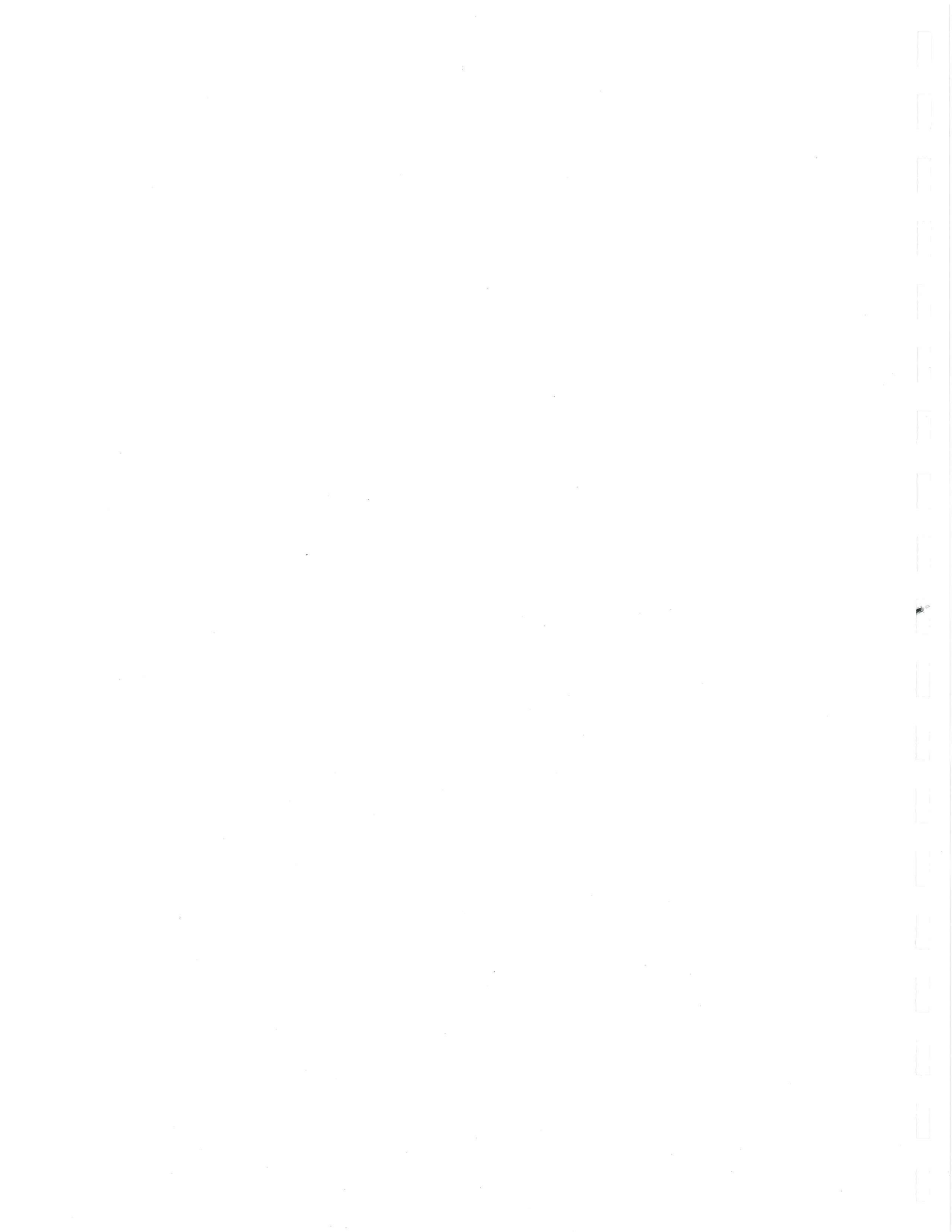
**Response to Comment 7-2:**

The level of service (LOS) for the intersection of San Juan Road and Fong Ranch Road under baseline conditions and baseline plus project conditions are shown in Table 5.6-21 on page 5.6-37 of the DEIR. As shown in the table, project-generated traffic would increase delays at this intersection in both the am and pm peak hours. However, the delays associated with project-generated traffic would not change the LOS at this intersection under either the am or pm peak hour. The am and pm peak hour LOS would be C and B, respectively, which would be considered an acceptable LOS by City standards.

**Response to Comment 7-3:**

The comment suggests that the extension of the road to the north be constructed as part of the project. Although it was not proposed as part of the project, it was considered in the DEIR because it was part of the City's planned road system for the area. Table 5.6-26 (DEIR page 5.-44) and Table 5.6-31 (DEIR page 5.6-51) show cumulative intersection LOS without and with the extension of Fong Ranch Road, respectively. As shown in the tables, while the delay times would differ at some intersections under each scenario, the LOS at the study intersections would be the same with or without the extension. Therefore, the requirement to construct the road as part of this project would be costly, because costs would be incurred during road construction, demolition, and reconstruction of the "permanent" road, while not substantially improving traffic conditions. In addition, as stated in the comment, the property owner may not be willing to go forward at this time with improvements on the property; however, the City would, nonetheless, require authorization from the property owner to construct these improvements (whether permanent or temporary).





## **5.0 MITIGATION MONITORING PLAN**



## 5.0 MITIGATION MONITORING PLAN

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### INTRODUCTION

The California Environmental Quality Act (CEQA) requires review of any project that could have significant adverse effects on the environment. In 1988, CEQA was amended to require reporting on and monitoring of mitigation measures adopted as part of the environmental review process. This Mitigation Monitoring Plan (MMP) is designed to aid the City of Sacramento in its implementation and monitoring of measures adopted from the ParkeBridge Residential Subdivision DEIR.

### MITIGATION MEASURES

The mitigation measures are taken from the ParkeBridge Residential Subdivision DEIR, including the Initial Study included as Appendix A of the DEIR, and are assigned the same number they had in the DEIR. The MMP describes the actions that must take place to implement each mitigation measure, the timing of those actions, and the entities responsible for implementing and monitoring the actions.

### MMP COMPONENTS

The components of each monitoring form are addressed briefly, below.

Impact: This column summarizes the impact stated in the DEIR.

Mitigation Measure: All mitigation measures that were identified in the ParkeBridge Residential Subdivision DEIR are presented, and numbered accordingly. The mitigation measures from the Initial Study are identified by topic and number.

Action: For every mitigation measure, one or more actions are described. These are the center of the MMP, as they delineate the means by which EIR measures will be implemented, and, in some instances, the criteria for determining whether a measure has been successfully implemented. Where mitigation measures are particularly detailed, the action may refer back to the measure.

Implementing Party: This item identifies the entity that will undertake the required action.

Timing: Each action must take place prior to the time at which a threshold could be exceeded. Implementation of the action must occur prior to or during some part of approval, project design or construction or on an ongoing basis. The timing for each measure is identified.

Monitoring Party: The City of Sacramento is responsible for ensuring that most mitigation measures are successfully implemented. Within the City, a number of departments and divisions would have responsibility for monitoring some aspect of the overall project. Occasionally, monitoring parties outside the City are identified; these parties are referred to as "Responsible Agencies" by CEQA.

**PARKEBRIDGE RESIDENTIAL SUBDIVISION  
MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
<p>1(c) Project could create new sources of light or glare.</p>	<p>AE-1 All light standards shall be shielded and directed such that adjacent properties are not illuminated.</p>	<p>Design lighting system to avoid lighting of adjacent properties.</p>	<p>Project developer</p>	<p>Prior to the approval of final development plans and specifications.</p>	<p>City of Sacramento Building Division</p>
<p>4(a) – (e). Project construction could uncover paleontological artifacts or unique geologic resources, or disturb human remains.</p>	<p>CR-1 <b>Initial Study – 4. Cultural Resources</b>  (a) In the event that any prehistoric or historic subsurface archeological features or deposits, including locally darkened soil (“midden”), that could conceal cultural deposits, animal bone, obsidian and/or mortar are discovered during construction-related earth-moving activities, all work within 50 meters of the resources shall be halted and the City shall consult with a qualified archeologist to assess the significance of the find. Archeological test excavations shall be conducted by a qualified archeologist to aid in determining the nature and integrity of the find. If the find is determined to be significant by the qualified archeologist, representatives of the City and the qualified archeologist shall meet to determine the appropriate course of action. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and a report shall be prepared by the qualified archeologist according to current professional standards.  (b) If a Native American site is discovered, the evaluation process shall include consultation with the appropriate Native American(s) representatives.  If Native American archaeological, ethnographic, or spiritual resources are involved, all identification and treatment shall be conducted by qualified archeologists who are certified by the Society of Professional Archeologists (SOPA) and/or meet the federal standards as stated in</p>	<p>Verify that bid documents and contracts include provisions to cease excavation in the event of discovery of paleontological resources; excavation plan to be created and resources shall be donated to an appropriate cultural center, if required.</p>	<p>Project developer</p>	<p>Prior to excavation; on-going as needed during construction; if applicable, excavation plan shall be prepared and adopted prior to any excavation being undertaken after discovery.</p>	<p>City of Sacramento Development Services Department</p>

<p style="text-align: center;"><b>PARKEBRIDGE RESIDENTIAL SUBDIVISION MITIGATION MONITORING PLAN</b></p>					
Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<p>the Code of Federal Regulations (36 C.F.R. 61), and Native American representatives who are approved by the local Native American community as scholars of the cultural traditions.</p> <p>In the event that no such Native American is available, persons who represent tribal governments and/or organizations in the locale in which resources could be affected shall be consulted. If historic archaeological sites or historic architectural features are involved, all identification and treatment is to be carried out by qualified historical archaeologists or architectural historians. These individuals shall meet either Register of Professional Archaeologists (RPA) or 36 C.F.R. 61 requirements.</p> <p>(c) The project proponent shall retain a qualified archaeologist to conduct a workshop on the identification of subsurface cultural resources for all construction workers for the proposed project involved with grading, trenching and/or digging. The workshop shall be completed prior to the commencement of any earth working or other construction activities. The project proponent shall provide to the City verification of compliance by all contractors and construction workers involved with grading, trenching, and/or prior to the issuance of any building permits.</p> <p>(d) Any identified cultural resource shall be recorded on the appropriate DPR 523 form by a qualified professional.</p> <p>(e) If a human bone or bone of unknown origin is found during construction, all work shall stop in the vicinity of the find and the County Coroner shall be contacted immediately. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission who shall notify the person most likely believed to be a descendant. The most</p>				

**PARKEBRIDGE RESIDENTIAL SUBDIVISION  
MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
<b>DEIR Section 5.1 Air Quality</b>					
<p>5.1-1 Project construction could generate emissions of PM<sub>10</sub>.</p>	<p>likely descendant shall work with the contractor to develop a program for reinterment of the human remains and any associated artifacts. No additional work is to take place within the immediate vicinity of the find until the identified appropriate actions have taken place.</p> <p>5.1-1 The project applicant shall ensure that no more than 15 acres of the proposed project site are disturbed on any day. During grading, the proposed project shall also:</p> <ul style="list-style-type: none"> <li>• Keep soil moist at all times.</li> <li>• Maintain two feet of freeboard space on haul trucks.</li> <li>• Use emulsified diesel or diesel catalysts on applicable heavy duty diesel construction equipment.</li> </ul>	<p>Verify that project contractor construction bid documents and contracts include demolition activity measures; periodic field inspections during construction.</p>	<p>Project developer/ contractor</p>	<p>Prior to issuance of a grading or building permit; on-going during construction.</p>	<p>City of Sacramento Building Division; City of Sacramento Building Inspector</p>
<p>5.1-2 Project construction could generate emissions of ozone precursors.</p>	<p>5.1-2 (a) The project shall provide a plan for approval by SMAQMD demonstrating that the heavy-duty (&gt;50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project-wide fleet-average 20 percent NO<sub>x</sub> reduction and 45 percent particulate reduction compared to the most recent CARB fleet average at time of construction.</p> <p>(b) The project representative shall submit to SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use or fuel throughput for each piece of equipment. The</p>	<p>Verify that project contractor construction bid documents and contracts include construction practices recommended by the SMAQMD; periodic field inspections during construction.</p>	<p>Project developer/ contractor</p>	<p>Prior to issuance of a grading or building permit; on-going during construction.</p>	<p>City of Sacramento Building Division; City of Sacramento Building Inspector</p>

ERRATA: Page 5-5 of the Mitigation Monitoring Plan was corrected at the Planning Commission on February 9, 2006 to include Mitigation Measure 5.1-2(d), which had been inadvertently omitted. The inserted text is shown in underline.

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<p>inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the project representative shall provide SMAQMD with the anticipated construction timeline, including start date and name and phone number of the project manager and on-site foreman.</p> <p>(c) The project shall ensure that emissions from all off-road diesel powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey.</p> <p>(d) <u>Once mitigation measures 5.1-2 (a) – (c) are applied, an offsite mitigation fee will be paid to SMAQMD to reduce residual construction emissions above SMAQMD thresholds. The fee will be based on the SMAQMD's current price per ton of NOx reduction.</u></p>				

PARKEBRIDGE RESIDENTIAL SUBDIVISION  
MITIGATION MONITORING PLAN AS CORRECTED 2/9/06



**PARKEBRIDGE RESIDENTIAL SUBDIVISION  
MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	DEIR Section	Action	Implementing Party	Timing	Monitoring Party
5.2-2 The project could result in the loss of one active burrowing owl nest burrow.	The project proponent shall hire a qualified biologist to conduct a pre-construction burrowing owl survey. If nesting owls are found, no disturbance shall be allowed within 160-feet of the active nest burrow between February 1 and August 31. Outside the nesting season, and/or upon confirmation by the qualified biologist that all young have fledged and left an active nest, burrowing owls present in the burrow shall be excluded from the burrow(s) by a qualified biologist through a passive relocation as outlined in the California Burrowing Owl Consortium's April 1993 Burrowing Owl Survey Protocol and Mitigation Guidelines. Once the burrows have been cleared, they must be hand-excavated and collapsed prior to project construction.	5.2-2	Verify schedule for construction in the area of the active nest; demonstrate retention of a qualified biologist to clear burrows.	Project developer, qualified biologist	Prior to excavation.	City of Sacramento Development Services Department
5.2-3 Development of the proposed project could result in the loss of individual giant garter snakes and their upland habitat.	The project applicant shall hire a qualified (i.e., permitted) biologist to monitor the project site to prevent the accidental loss of any giant garter snakes during construction. If any giant garter snakes are found, construction shall be halted until the biologist moves the snake to a safe location outside the construction area.	5.2-3	Demonstrate retention of qualified biologist to monitor presence of giant garter snakes.	Project developer, qualified biologist	Prior to issuance of a grading or building permit; on-going during construction.	City of Sacramento, Development Services Department
<b>DEIR Section 5.3: Hydrology and Water Quality</b>						
No mitigation required.						
<b>DEIR Section 5.4: Noise</b>						
5.4-2 The project would expose new sensitive receptors to freeway noise levels.	The project applicant shall ensure that the sound wall adjacent to Interstate 80 would be at least seven feet above the grade of the backyard of the nearest residences, and would achieve a 20 dBA transmission loss.	5.4-2	Verify that project design for sound wall meets requirements of mitigation.	Project developer	Prior to the issuance of a building permit.	City of Sacramento Development Services Department
<b>DEIR Section 5.5: Solid Waste</b>						
No mitigation required.						

PARKEBRIDGE RESIDENTIAL SUBDIVISION MITIGATION MONITORING PLAN				
Impact	Mitigation Measure	Action	Implementing Party	Monitoring Party
5.6-11 The project could contribute to unacceptable operations at local intersections (Northgate Boulevard and Rosin Court) under Cumulative with Fong Ranch Road conditions.	5.6-11 (e) Add a second left-turn lane creating dual left turn lanes to the eastbound approach.	DEIR Section 5.6 Transportation and Circulation Provide funding for noted improvements.	Project developer	City of Sacramento Department of Development Engineering and Finance
				Prior to building occupancy.



