

Attachment 3-Mitigated Negative Declaration



DEVELOPMENT SERVICES  
DEPARTMENT

CITY OF SACRAMENTO  
CALIFORNIA

2101 ARENA BLVD  
SUITE 200  
SACRAMENTO, CA  
95834  
ENVIRONMENTAL PLANNING  
SERVICES  
916-808-7483  
FAX 916-566-3968

PLANNING DIVISION

**MITIGATED NEGATIVE DECLARATION**

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

**P06-021 – Morey Place** The proposed project consists of entitlements to construct 100 single-family detached homes on approximately 12.7 undeveloped acres in the Single Family Alternative (R-1A) zone. Specific entitlements include:

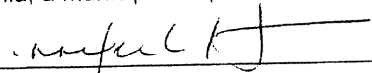
- Tentative Subdivision Map** to subdivide 12.7 undeveloped acres into 100 single-family lots and two common lots in the Single Family Alternative (R-1A) zone; and
- Special Permit** to develop 100 detached single-family residences on 12.7 acres in the Single Family Alternative (R-1A) zone.

The City of Sacramento, Development Services Department, has reviewed the proposed project and, on the basis of the whole record before it, has determined that there is no substantial evidence that the project, with mitigation measures as identified in the attached Initial Study, will have a significant effect on the environment. This Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. An Environmental Impact Report is not required pursuant to the Environmental Quality Act of 1970 (Sections 21000, et seq., Public Resources Code of the State of California).

This Negative Declaration has been prepared pursuant to Title 14, Section 15070 of the California Code of Regulations and the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento.

A copy of this document and all supportive documentation may be reviewed or obtained at the City of Sacramento, Development Services Department, Environmental Planning Division, 2101 Arena Blvd, Suite 200, Sacramento, California 95834. The public counter is open from 7:30 am to 3:30 pm; however, with prior arrangements, the documents are available until 5:00 pm.

Environmental Services Manager, City of Sacramento,  
California, a municipal corporation

By: 

**MOREY PLACE (P06-021)  
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**

This Initial Study has been prepared by the Development Services Department, Environmental Planning Services, 2101 Arena Blvd, Suite 200, Sacramento, CA 95834, pursuant to Title 14, Section 15070 of the California Code of Regulations and the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento.

---

This Initial Study is organized into the following sections:

**SECTION I. - BACKGROUND:** Provides summary background information about the project name, location, applicant, when the Initial Study was completed, and a project introduction.

**SECTION II. - PROJECT DESCRIPTION:** Includes a detailed description of the Proposed Project.

**SECTION III. - ENVIRONMENTAL CHECKLIST AND DISCUSSION:** Contains the Environmental Checklist form together with a discussion of the checklist questions. The Checklist Form is used to determine the following for the proposed project: 1) "Potentially Significant Impacts" that may not be mitigated to a less-than-significant level with the inclusion of mitigation measures, 2) "Potentially Significant Impacts Unless Mitigated" which could be mitigated with incorporation of mitigation measures, and 3) "Less-than-significant Impacts" which would be less-than-significant and do not require the implementation of mitigation measures.

**SECTION IV. - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:** Identifies which environmental factors were determined to have either a "Potentially Significant Impact" or "Potentially Significant Impacts Unless Mitigated," as indicated in the Environmental Checklist.

**SECTION V. - DETERMINATION:** Identifies the determination of whether impacts associated with development of the Proposed Project are significant, and what, if any, additional environmental documentation may be required.

**FIGURES:**  
A – Vicinity Map  
B – Tentative Map

## SECTION I. BACKGROUND

File Number, Project Name:

P06-021, Morey Place

Project Location:

The proposed project site is located within the North Sacramento Community Plan Area on the south side of Interstate 80. The "L" shaped site is located between Morrison Avenue (bounding the site on the north) and Morey Avenue (bounding the site on the south), and Western Avenue bounds the site on the west. The project site is comprised of three Assessor's Parcel Numbers (APNs): 250-0352-005, -006, and -008.

Project Applicant, Project Planner, and Environmental Planner Contact Information:

Project Applicant

Russell Stone  
Willow Equities  
1783 Hester Avenue  
San Jose, CA 95821  
(408) 977-0398

Project Planner

Mark Kraft, Associate Planner  
City of Sacramento, Development Services Department  
915 I Street, 3<sup>rd</sup> Floor  
Sacramento, CA 95814  
(916) 808-8116

Environmental Planner

Mike Parker, Assistant Planner  
City of Sacramento, Development Services Department  
2101 Arena Blvd, Suite 200  
Sacramento, CA 95834  
(916) 808-7483

Initial Study Completed:

August 18, 2006

## Introduction

The proposed project consists of entitlements to construct 100 single-family detached homes on approximately 12.7 undeveloped acres in the Single Family Alternative (R-1A) zone.

The City of Sacramento, as lead agency, has determined that the appropriate environmental document for the proposed project is a Mitigated Negative Declaration. This environmental document examines project effects which are identified as potentially significant effects on the environment or which may be substantially reduced or avoided by the adoption of revisions or conditions to the design of project specific features. It is believed at this time that the project will not result in potentially significant impacts that cannot be mitigated to a less-than-significant level. Therefore, a Mitigated Negative Declaration is the proposed environmental document for this project.

The City is soliciting views of interested persons and agencies on the content of the environmental information presented in this document. Due to the time limits mandated by state law, your response must be received at the earliest possible date, but no later than the 30-day review period ending September 22, 2006.

Please send written responses to:

Mike Parker, Assistant Planner  
City of Sacramento, Development Services Department  
2101 Arena Blvd, Suite 200  
Sacramento, CA 95834  
(916) 808-7483  
FAX: 566-3968

## SECTION II. PROJECT DESCRIPTION

### Environmental Setting

The project site is comprised of approximately 12.7 acres of previously disturbed grassland. The project site topography consists of nearly level to gently undulating terrain. Four trees exist on the site, including a black walnut, an elm, and two cottonwoods; according to the City Arborist, none of these trees are considered to be Heritage trees. No structures exist on the project site. The site appears to have been leveled or contoured at some point in the past. Approximately 10 years ago, the project site was used for farming oats and grazing for a few horses.

Surrounding existing land uses include single-family residences and agricultural land located to the north (across Morrison Avenue), single-family residences to the south (across Morey Avenue), and a single-family residential subdivision currently under construction adjacent to the site on the northeast, as well as a single-family residence on the southeast. The Western Pacific Railroad tracks are located approximately 130 feet west of the project site across Western Avenue, and beyond the tracks is the eastern levee of the Natomas East Main Drainage Canal (Steelhead Creek). The drainage canal and the railroad tracks are both within the Ueda Parkway, which is located adjacent to Western Avenue on the east. The Morey Avenue Early Child Development School (within the Del Paso Heights School District) is located approximately 800 feet east of the project site on Morey Avenue. A diesel truck sales facility exists over 700 feet northeast of the site.

Utilities in the project site vicinity include a 12-inch water main, which is currently being constructed in Morrison Avenue near the east boundary of the site. There is no water in Western Avenue or Morey Avenue fronting the project. An existing 8-inch water main extends to a point 570 feet east of the eastern site boundary within Morey Avenue. The project site is within the sewer shed that flows by gravity to Sump 85. There are existing 10-inch sanitary sewer mains in Morrison Avenue and Morey Avenue. The site currently drains by gravity to Sump 157, which is located at the north end of the unpaved extension of Western Avenue, northwest of the site. Currently, a 36-inch stormdrain pipe exists within Western Avenue adjacent to the project site.

The project site is currently zoned R-1A (Standard Single Family Alternative). The General Plan land use designation for the site is Low Density Residential (LDR), 4-15 dwelling units per net acre (du/na). The North Sacramento Community Plan (NSCP) land use designation for the site is Residential (7-15 du/na).

Land to the north of the site (across Morrison Avenue) is zoned M-1 PUD (Light Industrial). Land to the east of the site is zoned R-1A and R-1 (Standard Single Family), and lands to the south (across Morey Avenue) and west (across Western Avenue) are zoned R1A and R-1.

### Project Background

A previous application (P04-038) was submitted to the City in 2004 to subdivide approximately 15 gross acres (including the project site) into 107 single family lots and 2 half-plex lots resulting in 111 new single family units. The application was withdrawn.

### **Project Purpose**

The purpose of the proposed project is to allow for the development of single-family homes that is consistent with the existing R1-A zoning, as well as the General Plan and Community Plan designations for the project site.

### **Project Components**

The proposed project consists of entitlements to construct 100 single-family detached homes on approximately 12.7 undeveloped acres in the Single Family Alternative (R-1A) zone. Specific entitlements include:

- Tentative Subdivision Map** to subdivide 12.7 undeveloped acres into 100 single-family lots and two common lots in the Single Family Alternative (R-1A) zone; and
- Special Permit** to develop 100 detached single-family residences on 12.7 acres in the Single Family Alternative (R-1A) zone.

The proposed project would also include several internal streets including a north/south connection between Morrison Avenue and Morey Avenue. Frontage improvements (including curb, gutter, sidewalk, and lighting) would be included along Morrison Avenue, Morey Avenue, and Western Avenue. The project would also be required to install on-street bikeways along Morrison Avenue and Western Avenue

The project drainage facilities would connect to an existing line in Western Avenue, adjacent to the site. Sewer would connect to an existing line in Morey Avenue, adjacent to the site, and the project would install a lift station at the southwest corner of the project site, which would compensate for the existing shallow system. The project would extend the existing water main in Morey Avenue approximately 570 feet west to serve the project site. This line would be placed within the paved Morey Avenue right-of-way.

The project includes two common lot. Lot A would contain the proposed sewer lift station. Lot B is a remainder lot. These lots would include landscaping.

The project would include two-story residences with two-car garages (tandem).

Construction of the project is expected to begin in Spring 2007. It is assumed for the purposes of this Initial Study that the homes would be constructed in one phase.

**REFERENCES** (available at 2101 Arena Blvd., Suite 200 -- public counter hours are 7:30 a.m. to 3:30 p.m. Monday through Friday, and until 5:00 p.m. with prior arrangements).

City of Sacramento. 1988. *General Plan Update*.

City of Sacramento. 1988. *Sacramento General Plan Update Draft Environmental Impact Report (SGPU DEIR)*.

City of Sacramento. 1984. *North Sacramento Community Plan*.

City of Sacramento Department of Utilities and County of Sacramento Water Resources Division, 2000. *January 2000 Guidance Manual for On-Site Stormwater Quality Control Measures*.

Sacramento Metropolitan Air Quality Management District (SMAQMD) 2004. *Guide to Air Quality Assessment in Sacramento County*.

The Acoustics & Vibration Group 2006. *Noise Impact Study for Morey Place Residential Development and Recommendations to meet City of Sacramento Noise Limits*.

**SECTION III. ENVIRONMENTAL CHECKLIST AND DISCUSSION**

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<b>1. LAND USE</b>			
<i>Would the proposal:</i>			
A) Result in a substantial alteration of the present or planned use of an area?			✓
B) Affect agricultural resources or operation (e.g., impacts to soils or farmlands, or impact from incompatible land uses?)			✓

**Environmental Setting**

The project site is currently zoned R-1A (Standard Single Family Alternative). The General Plan land use designation for the site is Low Density Residential (LDR), 4-15 dwelling units per net acre (du/na). The North Sacramento Community Plan (NSCP) land use designation for the site is Residential (7-15 du/na).

The project site is presently vacant. The area surrounding the site consists of vacant land and land currently developed with single-family residences. Land to the north of the site (across Morrison Avenue) is zoned M-1 PUD (Light Industrial) and is designated in the SGPU as Industrial-Employee Intensive (I-EI) and the NSCP as Labor Intensive (I-LBI). Lands to the east, south (across Morey Avenue), and west (across Western Avenue) of the site are zoned R1A and R-1 and are designated Low Density Residential (LDR) in the SGPU and Residential 7-15 du/na in the NSCP.

**Standards of Significance**

For the purposes of this analysis, an impact is considered significant if the project would:

- Substantially change land use of the site;
- Be incompatible with long-term uses on adjacent properties;
- Conflict with applicable land use plans; or
- Result in affects to agricultural resource operations.

**Answers to Checklist Questions**

**Question A**

The current land use designations in the SGPU and NSCP allow development of the proposed project site with a maximum density of 15 dwelling units per net acre (du/na). The project proposes the development of 100 single-family homes on 9 net acres, which is a density of 11



du/na. The site would therefore be developed at a density that is less than allowed by the current land use designations.

The area surrounding the proposed project site is currently developed with residential uses. Although the land to the north of the site is zoned and designated for industrial land uses, because the properties are currently occupied by non-conforming, single-family residential uses, the project would be consistent with the existing land uses. Concerning the M-1-PUD property north of the site, the Norwood West Business Park PUD Guidelines state that "uses normally permitted in the M-1 zone may be established by Special Permit approval of the Planning commission, except for the following: truck terminal, concrete batch plant, cement or clay products manufacturing, junk yard, lumber yard, planning mill, gas manufacturing, petroleum and bottle gas storage, fuel yard, and uses that may be adverse to the adjacent residences." In addition, any future light industrial uses across Morrison Avenue would be subject to review by City staff for compatibility with the proposed and existing residential uses in the vicinity.

Because the project proposes a land use type that is currently allowed on the site and is similar with the surrounding area, the project would not result in a substantial alteration of the present or planned use of an area. The impact is ***less than significant***.

#### **Question B**

Although the project site has been disturbed, and was used 10 years ago for farming oats and grazing for a few horses, the project site is not currently in agricultural use. In addition, the SGPU DEIR indicates (Exhibit T-17) that the project site is not located on Prime Agricultural land. Furthermore, commercial agricultural operations, which could result in land use conflicts with single-family residential, do not exist in the project vicinity. Therefore, a ***less-than-significant*** impact related to agricultural resources would occur.

#### **Mitigation Measures**

No mitigation is required.

#### **Findings**

The proposed project would not result in impacts due to the proposed change in the current land use of the site.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<b>2. POPULATION AND HOUSING</b>			
<i>Would the proposal:</i>			
A) Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?			✓
B) Displace existing housing, especially affordable housing?			✓

**Environmental Setting**

According to the Sacramento Area Council of Government's (SACOG) Population and Housing for Sacramento County, by Jurisdiction, the estimated population of Sacramento in 2001 was 418,700. SACOG estimates the total number of housing units to be 160,309. Using these two figures, the average number of occupants per household is calculated to be 2.61.

The project site is currently zoned R-1A (Single Family Alternative). The General Plan designates the site Low Density Residential (LDR). The North Sacramento Community Plan designates the site Residential 7-15 du/na.

The project site is presently vacant and disced. Structures do not exist on the project site. The area surrounding the site consists of vacant land and land currently developed with single-family residences.

**Standards of Significance**

Section 15131 of the California Environmental Quality Act (CEQA) Guidelines states that the economic or social effects of a project shall not be treated as a significant effect on the environment. However, CEQA indicates that social and economic effects be considered in an EIR only to the extent that they would result in secondary or indirect adverse impacts on the physical environment.

This environmental document does not treat population/housing as an environmental impact, but rather as a social-economic impact. If there are clear secondary impacts created by a population/housing increase generated by the project, those secondary impacts will be addressed in each affected area (e.g., transportation, air quality, etc).

For the purposes of this analysis, an impact is considered significant if the project would induce substantial growth that is inconsistent with the approved land use plan for the area or displace

existing affordable housing.

### Answers to Checklist Questions

#### Questions A & B

The proposed project is consistent with the project site zoning and land use designations in both the SGPU and NSCP. In addition the proposed project would result in fewer units than anticipated for the site in both the SGPU and NSCP (100 units, as opposed to 135). Therefore, the project would not result in growth beyond what was anticipated by the SGPU and North Sacramento Community Plan.

The road improvements to Morrison Avenue, Western Avenue, and Morey Avenue, which are required of the proposed project, are necessary only to provide improved access to the site. The improvements would not result in an increase in the capacity of the roadways.

Because portions of the project site area are developed, the necessary utilities are, for the most part, adjacent to the site. Although the project site would result in the extension of a water main, the water main would be sized to serve only the project. The project would not expand or upsize any infrastructure that would induce population growth.

There are no residences on the site; therefore, development of the proposed project would not displace existing housing.

Because the proposed project would not induce substantial growth that is greater than that anticipated within the area's approved land use plans and would not displace housing, the impacts to population and housing would be ***less than significant***.

#### Mitigation Measures

No mitigation is required.

#### Finding

The proposed project would result in less-than-significant impacts to population and housing.

MOREY PLACE (P06-021)  
**INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<b>3. SEISMICITY, SOILS, AND GEOLOGY</b>			
<i>Would the proposal result in or expose people to potential impacts involving:</i>			
A) Seismic hazards?			✓
B) Erosion, changes in topography or unstable soil conditions?			✓
C) Subsidence of land (groundwater pumping or dewatering)?			✓
D) Unique geologic or physical features?			✓

*Seismicity.* The Sacramento General Plan Update (SGPU) Draft Environmental Impact Report (DEIR) identifies all of the City of Sacramento as being subject to potential damage from earthquake groundshaking at a maximum intensity of VIII of the Modified Mercalli scale (SGPU DEIR, 1987, T-16). No active or potentially active faults are known to cross within close proximity to the project site.

*Topography.* Terrain of the proposed project site is relatively flat. Therefore, the potential for slope instability on the site is minor.

*Geology.* The surface geology of the project site consists of Pleistocene Alluvium (Victor Formation). The Victor Formation forms a broad plain between the Sacramento River and the foothills of the Sierra Nevada mountains (SGPU DEIR, T-1). It is a complex mixture of consolidated, ancient river-borne sediments of all textures (SGPU DEIR, T-1). Weathering subsequent to formation during the Ice Ages has typically caused a hardpan layer to develop near the surface, generally allowing only a moderate-to-low rate of rainwater infiltration (SGPU DEIR, T-1).

*Soils.* According to the Soils Survey of Sacramento County prepared by the US Department of Agriculture Soil Conservation Service, the project site is primarily underlain by Jacktone clay, drained, with 0- to 2-percent slopes and San Joaquin fine sandy loam, 0- to 3-percent slopes. The Jacktone clay is moderately deep, artificially drained soil that is in high areas in basins. Permeability is slow and shrink-swell potential is high. Runoff is very slow. Water erosion-related hazards are slight to none. The San Joaquin fine sandy loam is a moderately deep, moderately well-drained soil on low terraces. Permeability is slow and shrink-swell potential is high. Runoff is slow to very slow. Water erosion-related hazards are slight.

## Standards of Significance

For the purposes of this analysis, an impact is considered significant if it allows a project to be built that will either introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards.

## Answers to Checklist Questions

### Question A

Because no active or potentially active faults are known in the project area; the proposed project would not be subject to the rupture of a known earthquake fault.

However, the SGPU determined that an earthquake of Intensity VII on the Modified Mercalli Scale is a potential event due to the seismicity of the region. Such an event would cause alarm and moderate structural damage could be expected. People and property on the site could be subject to seismic hazards, such as groundshaking, liquefaction, and settlement, which could result in damage or failure of components of the proposed project. This seismic activity could disrupt utility service due to damage or destruction of infrastructure, resulting in unsanitary or unhealthful conditions or possible fires or explosion from damaged natural gas lines.

The City is located in Zone 3 of the Uniform Building Code (UBC) Seismic Risk Map; and therefore, the City requires that all new structures be designed and constructed consistent with the UBC's Zone 3 requirements. In addition, compliance with the California Uniform Building Code (CUBC) (Title 24) would minimize the potential for adverse effects on people and property due to seismic activity by requiring the use of earthquake protection standards in construction.

Prior to approval of the project, the project applicant must submit to the City a geotechnical report of the site. Based on the site-specific conditions, the report could recommend further measures to ensure that the region's seismic activity does not affect the proposed project. Prior to construction, the project applicant must demonstrate to the City that the site, infrastructure, and building designs for the proposed project comply with all required regulations and standards pertaining to seismic hazards, including the inclusion of the recommendations from the geotechnical study.

Implementation of applicable regulations, codes, and standard engineering practices would mitigate significant constraints on development of the proposed project site related to groundshaking or secondary seismic hazards. Therefore, the impacts due to seismic activity would be **less than significant** and no mitigation is required.

### Question B

Topography of the project site is generally level; consequently, changes in topography would not be substantial.

The project site's soils, Jacktone clay and San Joaquin fine sandy loam, possess a high potential for shrink-swell. However, during plan check, the City would review the required geotechnical report,

prepared specifically for development on the site. The geotechnical report would include recommendations for constructing the residences on the project soils. The City would verify that all recommendations made in the report are incorporated into the grading plan and construction drawings, and, therefore, impacts associated with expansive soils would be reduced to a level of insignificance.

As mentioned above under the soils description, the project site's soils, Jacktone clay and San Joaquin fine sandy loam, are not susceptible to substantial erosion. The potential for erosion due to surface water flow would be limited to areas disturbed by grading during construction. Soils are especially prone to erosion from storm water runoff that occurs during or immediately after construction. All grading and erosion control would be conducted in compliance with the requirements of the Sacramento City Code to prevent erosion of soils during construction (Ordinance 15.88.250). This Ordinance requires the project applicant to include erosion and sediment control measures on the improvement plans. These plans must also show the methods that would be used to control urban runoff pollution from the project site during construction. Once construction is complete, the site would be landscaped which would prevent post-construction erosion. Therefore, the proposed project would result in a ***less-than-significant*** impact associated with changes to site topography, expansive soils, and soil erosion. A more detailed discussion of impacts related to erosion is included in the following section (Water).

#### Question C

According to the SGPU DEIR, no significant subsidence of land had occurred within the City of Sacramento (T-13). State regulations and standards related to geotechnical considerations are reflected in the Sacramento City Code. Construction and design would be required to comply with the latest City-adopted code at the time of construction, including the Uniform Building Code. The code would require construction and design of buildings to meet standards that would reduce risks associated with subsidence or liquefaction. In addition, the proposed residential subdivision does not include below-grade features, such as basements, which would require extensive excavation; consequently, construction of the proposed project is not anticipated to require groundwater pumping or dewatering. However, in the event that dewatering activities are required, a short-term change could occur in the quantity of groundwater and/or direction of rate of flow, as well as the quality of the groundwater. Any dewatering activities associated with the proposed project must comply with application requirements established by the Central Valley Regional Water Quality Control Board (RWQCB) to ensure that such activities would not result in substantial changes in groundwater flow or quality. Therefore, compliance with the RWQCB requirements would ensure a ***less-than-significant*** impact and no mitigation is required.

#### Question D

The project site consists of vacant, disturbed land, which is relatively flat. No recognized unique geologic features or physical features that would be impacted by the construction of the proposed project exist on the project site. Therefore, related impacts to such features would be ***less-than-significant***.

#### Findings

The proposed project would not have a significant impact due to seismicity, soils, or geology.

MOREY PLACE (P06-021)  
**INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<p><b>4. WATER</b>  <i>Would the proposal result in or expose people to potential impacts involving:</i></p>			
A) Changes in absorption rates, drainage patterns, or the rate and amount of surface/stormwater runoff (e.g. during or after construction; or from material storage areas, vehicle fueling/maintenance areas, waste handling, hazardous materials handling or storage, delivery areas, etc.)?			✓
B) Exposure of people or property to water related hazards such as flooding?			✓
C) Discharge into surface waters or other alterations to surface water quality that substantially impact the temperature, dissolved oxygen, turbidity, beneficial uses of receiving waters or areas that provide water quality benefits, or cause harm to the biological integrity of the waters?			✓
D) Changes in flow velocity or volume of stormwater runoff that cause environmental harm or significant increases in erosion of the project site or surrounding areas?			✓
E) Changes in currents, or the course or direction of water movements?			✓
F) Change in the quantity of ground waters, either through direct additions or withdrawal, or through interception of an aquifer by cuts or excavations or through substantial loss of recharge capability?			✓
G) Altered direction or rate of flow of groundwater?			✓
H) Impacts to groundwater quality?			✓

## Environmental Setting

*Drainage/Surface Water.* The project site is within Drainage Shed 157, which flows to Sump 157, located northwest of the project site. Currently, a 36" drainage line is located within the Western Avenue right-of-way, adjacent to the project site. Currently, drainage on the project site occurs via sheet flows. The drainage from the site then flows through roadside ditches to a drop inlet at the intersection of Morey Avenue and Western Avenue, as well as a drop inlet within Western Avenue, approximately 300 feet south of Morrison Avenue.

*Water Quality.* The City's municipal water is received from the American River and Sacramento River. The water quality of the American River is considered very good. The Sacramento River water is considered to be of good quality, although higher sediment loads and extensive irrigated agriculture upstream of Sacramento tends to degrade the water quality. During the spring and fall, irrigation tailwaters are discharged into drainage canals that flow to the river. In the winter, runoff flows over these same areas. In both instances, flows are highly turbid and introduce large amounts of herbicides and pesticides into the drainage canals, particularly rice field herbicides in May and June. The aesthetic quality of the river is changed from relatively clear to turbid from irrigation discharges.

The Central Valley Regional Water Quality Control Board (RWQCB) has primary responsibility for protecting the quality of surface and groundwaters within the City. The RWQCB's efforts are generally focused on preventing either the introduction of new pollutants or an increase in the discharge of existing pollutants into bodies of water that fall under its jurisdiction.

The RWQCB is concerned with all potential sources of contamination that may reach both these subsurface water supplies and the rivers through direct surface runoff or infiltration. Storm water runoff is collected in City drainage facilities and is sent directly to the Sacramento River. RWQCB implements water quality standards and objectives that are in keeping with the State of California Standards.

The City of Sacramento has obtained a National Pollution Discharge Elimination System (NPDES) permit from the State Water Resources Control Board under the requirements of the Environmental Protection Agency and Section 402 of the Clean Water Act. The goal of the permit is to reduce pollutants found in storm runoff. The general permit requires the permittee to employ BMPs before, during, and after construction. The primary objective of the BMPs is to reduce non-point source pollution into waterways. These practices include structural and source control measures for residential areas, and BMPs for construction sites. BMP mechanisms minimize erosion and sedimentation, and prevent pollutants such as oil and grease from entering the storm water drains. BMPs are approved by Department of Utilities before beginning construction (the BMP document is available from the Department of Utilities, Engineering Services Division, 1395 35th Avenue, Sacramento, CA). Components of BMPs include:

- Maintenance of structures and roads;
- Flood control management;
- Comprehensive development plans;
- Grading, erosion and sediment control measures;



- Inspection and enforcement procedures;
- Reduction of pesticide use; and
- Site-specific structural and non-structural control measures.

*Flooding.* The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map revised as of February 18, 2005 indicates that the project site is within the Flood Zone X. Zone X is outside the 100-year flood plain. Within the X zone, there are no requirements to elevate or flood proof structures.

### **Standards of Significance**

*Surface/Ground Water.* For purposes of this environmental document, an impact is considered significant if the proposed project would substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increased sediments and other contaminants generated by consumption and/or operation activities.

*Flooding.* Substantially increase exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood.

### **Answers to Checklist Questions**

#### **Questions A, C, and D**

The proposed project consists of entitlements to develop 100 single-family residences. Development of the proposed project would alter absorption rates and surface runoff through the addition of paved surfaces and buildings (impervious surfaces). The proposed project site drains to sump 157 at the north end of Western Avenue. Development in this portion of drainage shed 157, including the proposed project, will require upsizing of the drainage pipes in Western Avenue consistent with the Drainage Master Plan. The proposed project would be required to construct the upsizing of the pipes, or pay fair share contribution if already installed by other development. The proposed project would be required to connect to the City's storm drain system, to the satisfaction of the Department of Utilities

The applicant/developer would be required to comply with the City's Grading, Erosion and Sediment Control Ordinance (Title 15). This ordinance requires the applicant to prepare erosion and sediment control plans for both during and post construction of the proposed project, prepare preliminary and final grading plans, and prepare plans to control urban runoff pollution from the project site during construction. This ordinance also requires that a Post Construction Erosion and Sediment Control Plan be prepared to minimize the increase of urban runoff pollution caused by development of the area. Storm drain maintenance is required at all drain inlets. In addition, the project would include on-site source and treatment controls as required by the updated Table 2-1 Stormwater Quality Standards for Development Projects (which will become effective May 18, 2006) in the *Guidance Manual for On-Site Stormwater Quality Control Measures (January 2000)*.

During construction, runoff into the existing stormdrain facilities could contain sedimentation, due to exposed soils. However, the proposed project is required to comply with the City's Grading, Erosion and Sediment Control Ordinance (Title 15) as described above. Because the project is required to comply with the City's ordinances, the project impacts to water quality are not anticipated to be substantial.

### *General Stormwater Construction Permit*

Additionally, development of the site would be required to comply with regulations involving the control of pollution in stormwater discharges under the National Pollutant Discharge Elimination System (NPDES) program (Section 402(p), Clean Water Act). The City has obtained a NPDES permit from the State Water Resources Control Board (SWRCB) under the requirements of the U.S. Environmental Protection Agency (USEPA) and Section 402 of the Clean Water Act. The regulations, which apply to a new construction projects affecting more than one acre that would not involve dredging and filling of wetlands, are administered by the SWRCB on behalf of the USEPA. Under the program, the developer would file a Notice of Intent with the SWRCB to obtain a General Construction Activity Storm Water Permit prior to construction of the proposed project.

Since the development work area is greater than one acre, the developer would be required to prepare a Stormwater Pollution Prevention Plan (SWPPP), which would include information on runoff, erosion control measures to be employed, and any toxic substances to be used during construction activities. Surface runoff and drainage would be handled on site. Potential for erosion due to surface water flow would be primarily limited to areas disturbed by grading during construction. Short-term, construction-related, erosion control would be readily available by means of Best Management Practices (BMPs) (e.g., use of erosion control barriers, hydroseeding, etc.). Long-term erosion control would be accomplished by establishing vegetation and controlling surface water flow.

The SWRCB requires that the best available technology that is economically achievable, and best conventional pollutant control technology be used to reduce pollutants. These features would be discussed in the SWPPP. A monitoring program would be implemented to evaluate the effectiveness of the measures included in the SWPPP. The RWQCB may review the final drainage plans for the project components.

Compliance with all applicable regulatory requirements, designed to maintain and improve water quality from development activities, would ensure that the proposed project would have a ***less-than-significant*** impact on drainage and water quality.

### **Question B**

The project site is located within Flood Zone X. The Flood Zone X is defined as: Areas of 500-year flood - areas of 100-year flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 100-year flood. Therefore, impacts from flooding are anticipated to be ***less-than-significant***.

### Question E

The Natomas East Main Drainage Canal (NEMDC) (Steelhead Creek) is the nearest surface water body and is located approximately 250 feet west of the project site. The NEMDC serves as the drainage shed 157. Stormwater runoff from the project site could affect the capacity of Natomas East Main Drainage Canal. However, it was assumed during the drainage study for Shed 157 that the project site would be developed in accordance with the existing General Plan designation. Because the proposed project would be developed in accordance with the existing designation, the amount of runoff anticipated for the project site would not be greater than the amount assumed in the SGPU. Therefore, impacts to the currents, course, or direction of water movements are anticipated to be ***less-than-significant***.

### Questions F-H

Water for the proposed project would be provided by the City of Sacramento, which receives most of its water from surface water sources (for more detail, see the Utilities section). The project would not include large subsurface features or wells and would consequently not likely affect the direction or rate of flow of ground water. If dewatering is necessary during construction, it is not anticipated to result in amounts or depths that would significantly affect the direction or rate of flow of ground water. Therefore, compliance with the RWQCB requirements would ensure a ***less-than-significant*** impact on groundwater.

### Mitigation Measures

No mitigation required

### Findings

This project would result in less-than-significant impacts to water resources.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<b>5. AIR QUALITY</b>			
<i>Would the proposal:</i>			
A) Violate any air quality standard or contribute to an existing or projected air quality violation?			✓
B) Exposure of sensitive receptors to pollutants?			✓
C) Alter air movement, moisture, or temperature, or cause any change in climate?			✓
D) Create objectionable odors?			✓

**Environmental Setting**

The project area is located in the Sacramento Valley Air Basin, which is bounded by the Sierra Nevada on the east and the Coast Range on the west. Prevailing winds in the project area originate primarily from the southwest. These winds are the result of marine breezes coming through the Carquinez Straits. These marine breezes diminish during the winter months, and winds from the north occur more frequently at this time. Air quality within the project area and surrounding region is largely influenced by urban emission sources.

**Regulatory Setting**

Air quality management responsibilities exist at local, state, and federal levels of government. Air quality management planning programs were developed during the past decade generally in response to requirements established by the federal Clean Air Act (CAA) and the California Clean Air Act of 1988 (CCAA).

The Sacramento Metropolitan Air Quality Management District (SMAQMD) is responsible for control of stationary- and indirect-source emissions, air monitoring, and preparation of air quality attainment plans in the Sacramento County portion of the Sacramento Valley Air Basin (SVAB).

Both the State of California and the federal government have established ambient air quality standards for several different pollutants. For some pollutants, separate standards have been set for different periods of the year. Most standards have been set to protect public health, although some standards have been based on other values, such as protection of crops, protection of materials, or

avoidance of nuisance conditions.

The pollutants of greatest concern in the project area are carbon monoxide (CO), ozone, and inhalable particulate matter smaller than or equal to 10 microns in diameter (PM 10).

Based on ozone levels recorded between 1988 and 1991, the Sacramento County portion of the SVAB was classified by the CAA as a severe nonattainment area, with attainment required by 1999. However, no feasible controls could be identified that would provide the needed reductions by 1999. Sacramento County is still classified as non-attainment for ozone.

Sacramento County is federally designated as a moderate nonattainment area for PM10. Monitoring data have verified that no violation of the federal PM10 standards has occurred in the four most recent years for which data are available, allowing the SMAQMD to request a redesignation from nonattainment to attainment of the federal standards. SMAQMD is currently working with the EPA in preparing a report for the redesignation from nonattainment to attainment, and it is expected to be completed within the next few years.

For CO, the region is designated as unclassified/attainment by the EPA, and is also designated as being in attainment by the State.

The State of California has designated the region as being a serious nonattainment area for ozone, and a nonattainment area for PM10.

### **Standards of Significance**

The SMAQMD adopted the following thresholds of significance in 2002:

Ozone. An increase of nitrogen oxides (NO<sub>x</sub>) above 85 pounds per day for short-term effects (construction) would result in a significant impact. An increase of either ozone precursor, nitrogen oxides (NO<sub>x</sub>) or reactive organic gases (ROG), above 65 pounds per day for long-term effects (operation) would result in a significant impact.

Particulate Matter The threshold of significance for PM10 is a concentration based threshold equivalent to the California Ambient Air Quality Standard (CAAQS). For PM10, a project would have a significant impact if it would emit pollutants at a level equal to or greater than five percent of the CAAQS (50 micrograms/cubic meter for 24 hours) if there were an existing or projected violation; however, if a project is below the ROG and NO<sub>x</sub> thresholds, it can be assumed that the project is below the PM10 threshold as well (SMAQMD, 2004).

Carbon Monoxide. The pollutant of concern for sensitive receptors is carbon monoxide (CO). Motor vehicle emissions are the dominant source of CO in Sacramento County (SMAQMD, 2004). For purposes of this environmental analysis, sensitive receptor locations generally include sidewalks and residences. Carbon monoxide concentrations are considered significant if they exceed the 1-hour state ambient air quality standard of 20.0 parts per million (ppm) or the 8-hour state ambient standard of 9.0 ppm.

Table AIR-1, below, presents the allowable contaminant generation rates at which emissions are considered to have a significant effect on air quality throughout the SMAQMD. Project-related air

emissions would have a significant effect if they result in concentrations that create either a violation of an ambient air quality standard or contribute to an existing air quality violation.

<b>Table AIR-1. SMAQMD Significance Thresholds</b>				
	<b>Ozone Precursor Emissions</b>		<b>CO (parts per million)</b>	<b>PM10 (<math>\mu\text{g}/\text{m}^3</math>)</b>
	<b>ROG (lbs./day)</b>	<b>NO<sub>x</sub> (lbs./day)</b>		
Construction (short-term)	None	85	1 Hour = 20	24 Hour = 50
			8 Hour = 9.0	Annual Arithmetic Mean = 20
Operational (long-term)	65	65	1 Hour = 20	24 Hour = 50
			8 Hour = 9.0	Annual Arithmetic Mean = 20

**Answers to Checklist Questions**

**Question A**

Operational Impacts: In order to assess whether mobile source emissions for ozone precursor pollutants (NO<sub>x</sub> and ROG), PM<sub>10</sub> and CO are likely to exceed the standards of significance due to operation of the project, an initial project screening was performed using Table 4.2 Project Sizes with Potentially Significant Emissions, which is included within the SMAQMD *Guide to Air Quality Assessment* (July 2004). The function of the table is to provide project sizes for land use types which, based conservatively on default assumptions for modeling inputs using the URBEMIS2002 model, are likely to result in mobile source emissions exceeding the SMAQMD thresholds of significance for ROG and NO<sub>x</sub> (SMAQMD 2004, p. 4-2).

SMAQMD considers development projects of the type and size that fall below the significance cut-points in Table 4.2 for ROG and NO<sub>x</sub> also to be insignificant for CO emissions (SMAQMD 2004, p. 5-2). SMAQMD has indicated that PM10 emissions from development projects, if they are of the type and size below the cut-points in Table 4.2 for ROG and NO<sub>x</sub>, may likewise be considered not significant. However, this assumption applies only to projects that do not generate trips by heavy-duty diesel vehicles in greater proportion than such trips occur generally on public roadways (SMAQMD 2004, p. 5-2). Operation of the proposed single-family residential subdivision would not generate trips by heavy-duty diesel vehicles.

Projects categorized as "Single Family Residential" land use development types are considered potentially significant at the NO<sub>x</sub> Screening Level for operational impacts at 656 units or greater. The number of units to be developed under the proposed project would be 100, which is well below the Table 4.2 threshold for single family residential. Therefore, no potentially significant operational impacts are expected to air quality due to mobile source emissions for these criteria pollutants.

The URBEMIS 2002 8.7 model was also performed to calculate estimated emissions for the operation of the proposed project. Based on the estimated emissions from the URBEMIS model,

the proposed project is not likely to exceed the operational emissions threshold of 65 lbs/day for ROG and NO<sub>x</sub>. Estimated ROG and NO<sub>x</sub> emissions using the URBEMIS 2002 model were calculated to be as high as approximately 17.12 lbs/day and 10.38 lbs/day, respectively, which is below the 65 lbs/day threshold.

Project-Related Construction Impacts: The *URBEMIS 2002 8.7* model was also used to calculate estimated emissions for the construction of the proposed project. Based on the estimated emissions from the URBEMIS model, the proposed project is not likely to exceed the short-term emissions threshold of 85 lbs/day for NO<sub>x</sub>. Estimated NO<sub>x</sub> emissions using the URBEMIS 2002 model were calculated to be as high as approximately 22.30 lbs/day, which is below the 85 lbs/day threshold.

The SMAQMD Guide to Air Quality Assessment states (p. 3-2) that if the project's NO<sub>x</sub> mass emissions from heavy-duty, mobile sources is determined not potentially significant using the recommended methodologies for estimating emissions (Manual Calculation, URBEMIS, and Roadway Construction Model), then the Lead Agency may assume that exhaust emissions of other pollutants from operation of equipment and worker commute vehicles are also not significant. Consequently, because the URBEMIS 2002 model indicated that the project would not exceed the NO<sub>x</sub> threshold, the analysis of other criteria pollutant emissions is not included in this discussion.

Additionally, construction activities would be required to comply with SMAQMD's Rule 403 on Fugitive Dust, which states that a person shall take every reasonable precaution not to cause or allow the emissions of fugitive dust from being airborne beyond the property line from which the emission originates, from any construction, handling or storage activity, or any wrecking, excavation, grading, clearing of land or solid waste disposal operation. Reasonable precautions include, but are not limited to:

- the use of water or chemicals for control of dust, where possible, during construction operations (including roadways), or during the clearing of land;
- the application of asphalt, oil, water, or suitable chemicals on dirt roads, materials stockpiles, and other surfaces, which can give rise to airborne dusts;
- other means approved by the Air Pollution Control Officer.

Compliance with this rule will further reduce impacts associated with the proposed project.

Conclusion: Because neither construction nor operation of the proposed project are anticipated to exceed thresholds of criteria pollutants, and because construction of the proposed project is anticipated to comply with SMAQMD Guidelines, the proposed project would result in a ***less-than-significant*** impact related to short and long term emissions.

#### **Question B**

The proposed project site is surrounded by single-family residential uses with some light industrial uses in the vicinity (diesel truck sales facility over 700 feet northeast of the site). Light industrial uses in the project vicinity are required to comply with all local, State, and federal policies related

to emission of toxic air pollutants. In addition, residential uses do not typically emit toxic air pollutants. Consequently, the proposed project would not expose sensitive uses to air pollutants and would result in a ***less-than-significant*** impacts.

#### Question C

The area around the proposed project site is relatively flat. The existing built environment consists of single-family residences. Significant changes in air movement can result from the construction of tall or large-mass structures. Construction of buildings that result in the shading of adjoining buildings or parcels for a significant part of the day can result in temperature changes in the project vicinity. Temperature and moisture changes can also result from the construction of structures that emit large quantities of air that is significantly different in temperature and/or humidity than the surrounding environment. There are no structures tall enough to significantly affect air movement and temperature in the vicinity of the proposed project site.

Because (1) the existing and proposed structures are not tall enough, or of a mass, to significantly affect air movement and/or temperature changes through shading by buildings and (2) there are no proposed land uses that emit large quantities of humidity or heated/cooled air; the proposed project would result in a ***less-than-significant*** impact related to changes in climate.

#### Question D

Emissions from construction vehicles could create some short-term objectionable odors; however, any construction-related odors would be temporary and limited to the duration of construction. Residential uses do not typically generate objectionable odors. In addition, any future light industrial uses across Morrison Avenue would be subject to review by City staff for compatibility with the proposed and existing residential uses in the vicinity. Therefore, the proposed project is anticipated to have a ***less-than-significant*** impact due to odors.

#### Findings

With compliance with the regulatory requirements, the proposed project will have a less-than-significant impact on air quality.





MOREY PLACE (P06-021)  
**INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<b>6. TRANSPORTATION/CIRCULATION</b>			
<i>Would the proposal result in:</i>			
A) Increased vehicle trips or traffic congestion?			✓
B) Hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			✓
C) Inadequate emergency access or access to nearby uses?			✓
D) Insufficient parking capacity on-site or off-site?			✓
E) Hazards or barriers for pedestrians or bicyclists?			✓
F) Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			✓
G) Rail, waterborne or air traffic impacts?			✓

**ENVIRONMENTAL SETTING**

*Roads.* The proposed project is located between Morrison Avenue on the north and Morey Avenue on the south. Western Avenue is located immediately west of the project site. Norwood Avenue is located over ½-mile east of the site. Following are descriptions of the roadways in the immediate vicinity of the project site:

- Norwood Avenue is a north-south, two-lane minor arterial that runs between West El Camino Avenue and Claire Avenue. Freeway access is provided at an interchange with Interstate 80. Traffic flow on Norwood is controlled by signalization and stop signs. The land uses fronting Norwood Avenue are predominantly residential and commercial.
- Morey Avenue is an east-west collector street with one lane in each direction and a primarily residential land use where parcels of undeveloped land also exist between Western Avenue and Norwood Ave and controlled by STOP signs at each end. There are one crosswalks at

and additional mid-block crosswalks west of Norwood Avenue.

- Morrison Avenue is an east-west minor collector roadway with one lane in each direction, controlled by a STOP sign at Norwood Avenue, and residential and commercial land uses where parcels of undeveloped lands exist between Western Avenue and Norwood Avenue. The roadway narrows west of Opportunity Street. Some street frontage improvements such as curb, gutter and sidewalks also exist.
- Western Avenue is a north-south semi-rural minor arterial roadway with one lane in each direction in the vicinity of the project site and no street frontage improvements.

*Public Transportation.* Regional Transit is the major public transportation service provider within Sacramento County providing 20.6 miles of light rail service and fixed-route bus service on 77 routes covering a 418 square-mile area, 7 days a week, 365 days a year. Light rail service and many of the bus routes are oriented to the downtown area. Currently, Bus Routes 86, 14, and 16 travels near the project site along Norwood Avenue, east of the site.

*Bikeways.* On-street bikeways currently do not exist in the vicinity of the project site. According to the Department of Transportation 2010 Bikeway Master Plan Map, on-street bikeways are proposed along Morrison Avenue, north of the site, and along Western Avenue, west of the site.

*Parking.* Currently, no parking is available at the project site as it is vacant and undeveloped.

### Standards of Significance

The following Standards of Significance have been established in assessing the impacts of proposed projects on the transportation facilities (Source: Traffic Impact Analysis Guidelines, Rev. July 19, 2002).

- Roadways:
- (1). An impact is considered significant for roadways when the project causes the facility to degrade from LOS C or better to LOS D or worse.
  - (2). For facilities that are already worse than LOS C without the project, an impact is also considered significant if the project increases the volume to capacity (v/c) ratio by 0.02 or more on a roadway.
- Signalized and unsignalized Intersections:
- (1). An impact to the intersections is considered significant if the Project causes the LOS of the intersections to degrade from LOS C or better to LOS D or worse.
  - (2). For intersections that are already operating at LOS D, E, or F without the Project, an impact is significant if the implementation of the Project increases the average delay by 5 seconds or more at an intersection.
- Transit Facilities:
- An impact is considered significant if the implementation of the project will cause one or more of the following:

- (1). The project-generated ridership, when added to the existing or future ridership, exceeds existing and/or planned system capacity. Capacity is defined as the total number of passengers the system of buses and light rail vehicles can carry during the peak hours of operation.
- (2). Adversely affect the transit system operations or facilities in a way that discourages ridership (e.g. removes shelter, reduces park and ride).

**Bicycle Facilities:** An impact is considered significant if the implementation of the project will cause one or more of the following:

- (1). eliminate or adversely affect an existing bikeway facility in a way that discourages the bikeway use;
- (2). interfere with the implementation of a proposed bikeway;
- (3). result in unsafe conditions for bicyclists, including unsafe bicycle/pedestrian or bicycle/motor vehicle conflicts.

**Pedestrian Facilities:** An impact is considered significant if the project will adversely affect the existing pedestrian facility or will result in unsafe conditions for pedestrians, including unsafe pedestrian/bicycle or pedestrian/motor vehicle conflicts.

**Parking Facilities** A significant impact to parking would occur if the anticipated parking demand of the Project exceeds the available or planned parking supply for typical day conditions. However, the impact would not be significant if the Project is consistent with the parking requirements stipulated in the City Code.

## **Answers to Checklist Questions**

### **Question A**

The proposed project consists of entitlements to develop 100 single family units and roadway improvements to the portions of Morey Avenue, Western Avenue, and Morrison Avenue that are adjacent to the proposed project site. These improvements include sidewalk, curb, gutter, and street lighting.

The City's Development Engineering Division (DE) estimated the trip generation of the proposed project using the ITE Trip Generation Manual and determined that 79 total new A.M. peak hour vehicle-trips and 107 total new P.M. peak hour vehicle-trips would not result in a significant impact on the existing or future roadway system. This determination considered whether the proposed

project would result in degradation of a LOS on roadways or at intersections, whether the project would increase the v/c ratio by 0.02 or more, and whether the project would increase the average stopped delay by five seconds or more at an intersection already operating worse than LOS C. Therefore, although the proposed project would generate trips that are not currently being generated by the vacant project site, the project is consistent with the SGPU and NSCP, and the total project peak-hour trips are consistent with the trip generation analyzed for the project site by the SGPU and NSCP and would not be considered substantial and would not be anticipated to degrade LOS on roadways or intersections to unacceptable levels. Consequently, the proposed project would result in a **less-than-significant** impact related to increased vehicle trips and traffic congestion.

### Questions B and C

In order for project approval, the public improvements required for the proposed project will be designed to appropriate, applicable standards and to the satisfaction of the City of Sacramento Development Services Department and the DE Division. Therefore, creation of hazards is not expected and no mitigation is required.

During construction, in order to avoid potential conflict with traffic in the public right-of-way, the construction contractor would be required to implement a Traffic Control Plan as a component of the proposed project. At a minimum, the Traffic Control Plan would include the following measures:

- Staging construction plans, a construction schedule, and a description of the City's noticing procedures, prepared prior to commencement of construction activities to avoid inadequate emergency access or access to nearby uses.
- Parking plan to avoid employee/construction vehicles from using spaces required for existing uses.
- Statements on the improvement plans that:
  - Public safety and emergency services will be kept informed of construction activities for use in planning emergency response routing, if necessary.
  - Construction will occur during non-peak hours (i.e., 9:00-3:00) so as to not significantly impact traffic flow.
  - Only one lane of travel will be closed at one time; thereby, allowing controlled through access.

The proposed project driveways, along with sidewalks, curbs, and gutters, would be designed in accordance with City standards to the satisfaction of the City of Sacramento, Development Engineering Division (DED), which would consequently reduce impacts arising from bicycle/pedestrian or bicycle/motor vehicle conflicts.

Three driveways—one located on Morey Avenue, one on Western Avenue, and one on Morrison Avenue—would provide street access to the project site. The existing roadways provide adequate emergency access to the proposed project site. Design of the project driveway and all frontage

improvements are required to be designed to City standards, to the satisfaction of DED and the City's Fire Department. The proposed project would not result in inadequate emergency access or access to nearby uses and the impact is ***less-than-significant***.

#### Question D

City Code Section 17.64.020 identifies the parking requirements by land use type, and indicates that single-family residential uses are required to provide one parking space per unit. The proposed floor plans indicate two-car garages (tandem) on all units. Consequently, inadequate on-site parking would not result from the proposed project as the proposed parking is within the requirements of the City's Zoning Code. There is space for grading equipment and construction workers to park on site during construction. The previously discussed Traffic Control Plan would include measures to prevent construction/employee vehicles from using parking spaces required for existing uses. As a result, a ***less-than-significant*** parking impact is anticipated.

#### Question E

The proposed project could increase potential bicycle/pedestrian or bicycle/motor vehicle conflicts if the project layout did not promote safe pedestrian, bicycle, and vehicular circulation. However, the frontage improvements along Morey Avenue, Western Avenue, and Morrison Avenue at the project site would include sidewalks to the satisfaction of the City of DED. In addition, the project would not affect the existing bikeways because they do not exist in the project site vicinity, and the project would be required to install on-street bikeways along Morrison Avenue and Western Avenue. Furthermore, the proposed project driveway and sidewalks would be designed in accordance with City standards to the satisfaction of DED. Impacts arising from potential bicycle/pedestrian or bicycle/motor vehicle conflicts are therefore considered ***less-than-significant***.

#### Question F

The proposed project would include the construction of 100 new single family residences, which would introduce new Regional Transit users and bicyclists into the area. The proposed project's Tentative Map does not indicate bus turnouts or other transit or bicycle facilities; however, the project is located within a developed area and is consistent with the SGPU and NSCP designations for the site. Therefore, existing transit facilities, which includes bus service along Norwood Avenue (just over ½-mile east of the project site), should be appropriate to serve the new transit users introduced by the proposed project.

Furthermore, the project site is not located along an existing or planned Light Rail corridor, as identified in the Regional Transit 20-Year Vision ([www.sacrt.com/20yearvisionmap.stm](http://www.sacrt.com/20yearvisionmap.stm)).

The roads adjacent to the project site are not currently designated as bus routes, and there are no plans to designate them in the future.

In conclusion, the project would not interfere with existing alternative transportation modes, and the proposed project would not conflict with policies concerning alternative forms of transportation. Therefore, a ***less-than-significant*** impact is anticipated.

**Question G**

The project would not result in waterborne or air traffic impacts because the project is not adjacent to a navigable river, an airport, or railroad tracks. Impacts to these resources would be **less-than-significant**.

**Mitigation Measures**

No mitigation is required.

**Findings**

The project would not result in significant impacts to transportation or circulation in the project vicinity

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<b>7. BIOLOGICAL RESOURCES</b>			
<i>Would the proposal result in impacts to:</i>			
A) Endangered, threatened or rare species or their habitats (including, but not limited to plants, fish, insects, animals and birds)?		✓	
B) Locally designated species (e.g., heritage or City street trees)?			✓
C) Wetland habitat (e.g., marsh, riparian and vernal pool)?			✓

**Environmental Setting**

The following discussion is based largely on a *Baseline Biological Resources Inventory for the Morey Avenue Project Site, Sacramento, California* prepared by Moore Biological Consultants in May 2004.

Site Description

The project site is located within Section 3, Township 9 North, Range 5 East, MDBM of the USGS 7.5-minute Rio Linda topographic quadrangle.

Vegetation

The site appears to have been leveled or contoured at some point in the past. California annual grassland series best describes the dominant vegetation type within the project site. Dominant grass species include, but are not limited to soft chess brome (*Bromus hordeaceus*), ripgut brome

(*Bromus diandrus*), perennial ryegrass (*Lolium perenne*), rose clover (*Trifolium hirtum*), and rattail fescue (*Vulpia myuros*). Other grassland species within the site include tarplant (*Holocarpha virgata*), yellow star-thistle (*Centaurea solstitialis*), and filaree (*Erodium botrys*).

### Trees

Trees and shrubs within the site include a large black walnut (*Juglans californica*) that is approximately 33 inches in diameter at breast height (dbh); two highly degraded Fremont cottonwoods (*Populus fremontii*) that are approximately 48 inches dbh and 55 inches dbh; and an elm (*Ulmus* sp.) that is approximately 32 inches dbh. All of these trees are located in the northern portion of the site near Morrison Avenue. The remainder of the trees and shrubs on the site are volunteer fruit trees.

### Jurisdictional Waters

The site appears to have been contoured or leveled in the past. The Baseline Biological Resources Inventory concludes that there are no potential waters of the U.S. on the project site, including wetlands.

### Special Status Species

The Baseline Biological Resources Inventory states that while the project site may have provided habitat for sensitive species at some time in the past, agricultural practices and urban development have substantially modified the natural habitats in the project vicinity. No sensitive species were observed during the recent survey, and the highly disturbed fields and ruderal vegetation found throughout the project site provide only marginally suitable habitat for a subset of these species. Swainson's hawk is a species that has some potential to nest within and/or adjacent to the project site. According to the CNDDDB, the nearest Swainson's hawk nest is located approximately 1.5 miles north of the project site. No other sensitive species are expected to occur on the site on more than an extremely occasional or transitory basis.

The Baseline Biological Resources Inventory indicates that Burrowing owl has a very low potential for occurrence on the site because no burrowing owls were observed during the field survey, and the project site was notably lacking ground squirrel burrows. The nearest occurrence of burrowing owls in the CNDDDB (2004) is approximately 3.5 miles east of the project site. However, since the time of the surveys (2004), the potential exists that burrowing owls have occupied the project site because the topography and vegetation on the site is typical of Burrowing owl habitat..

### **Standards of Significance**

For purposes of this environmental document, an impact would be significant if any of the following conditions or potential thereof, would result with implementation of the proposed project:

- Creation of a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected;
- Substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal;



- Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands); or
- Violate the Heritage Tree Ordinance (City Code 12:64.040).

For the purposes of this document, "special-status" has been defined to include those species, which are:

- Listed as endangered or threatened under the federal Endangered Species act (or formally proposed for, or candidates for, listing);
- Listed as endangered or threatened under the California Endangered Species Act (or proposed for listing);
- Designated as endangered or rare, pursuant to California Fish and Game Code (Section 1901);
- Designated as fully protected, pursuant to California Fish and Game Code (Section 3511, 4700, or 5050);
- Designated as species of concern by U.S. Fish and Wildlife Service (USFWS), or as species of special concern to California Department of Fish and Game (CDFG);
- Plants or animals that meet the definitions of rare or endangered under the California Environmental Quality Act (CEQA);

### Answers to Checklist Questions

#### Question A

The Swainson's hawk is a migratory hawk listed by the State of California as a Threatened species. Swainson's hawk are found in the Central Valley primarily during their breeding and nesting season (March 1 through September 15), although a small population has been known to winter in the San Joaquin Delta. Swainson's hawks typically nest in large oak or cottonwood trees that offer sweeping views of surrounding foraging habitat. Foraging habitat for Swainson's hawks consists of annual crops and annual grasslands.

Trees within the project vicinity may be used by nesting Swainson's hawks and have likely been used in the past. However, no Swainson's hawks were observed foraging in the immediate vicinity of the site during the May 2004 field visit, although there are suitable nest trees located within the project site. Consequently, there is a potential for noise-related disturbance to nesting Swainson's hawks if they nest in trees adjacent to or within the site prior to the commencement of construction activities. In addition, conversion of the project site from vacant land to developed land could result in impacts to Swainson's hawk foraging habitat. The California Department of Fish and Game considers significant all impacts to Swainson's hawk foraging habitat of five acres or more within a 10-mile radius of active nest sites. Because the project site is over 5 acres and because the nearest Swainson's hawk nest is located just over 1.5 miles north of the site, the project site is considered potential foraging habitat for Swainson's Hawk.

In addition, although no Burrowing owls or ground squirrel burrows were identified during the 2004 surveys, the potential exists that Burrowing owls have either occupied the site since the surveys, or

they could occupy the site prior to construction because the vegetation and topography on the project site is typical of Burrowing owl habitat.

Therefore, the proposed project could result in a *potentially significant* impact to Swainson's hawk and Burrowing owls. Implementation of the following mitigation measures would reduce impacts to a ***less-than-significant*** level.

*Swainson's Hawk*

- BR-1a. Prior to issuance of a grading permit, a pre-construction survey shall be completed by a qualified biologist, within 30 days prior to construction, to determine whether any Swainson's hawk nest trees will be removed on-site, or active Swainson's hawk nest sites occur within ½ mile of the development site. These surveys shall be conducted according to the Swainson's Hawk Technical Advisory Committee's (May 31, 2000) methodology or updated methodologies, as approved by the U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Game (CDFG), using experienced Swainson's hawk surveyors.
- 1b. If breeding Swainson's hawks (i.e. exhibiting nest building or nesting behavior) are identified, no new disturbances (e.g. heavy equipment operation associated with construction) shall occur within ½ mile of an active nest between March 1 and September 15, or until a qualified biologist, with concurrence by CDFG, has determined that young have fledged or that the nest is no longer occupied. If the active nest site is located within ¼ mile of existing urban development, the no new disturbance zone can be limited to the ¼ mile versus the ½ mile.
- 1c. If construction or other project related activities which may cause nest abandonment or forced fledgling are proposed within the ¼ mile buffer zone, intensive monitoring (funded by the project sponsor) by a Department of Fish and Game approved raptor biologist will be required. Exact implementation of this measure will be based on specific site conditions.
- 1d. Trees on the site that need to be removed to accommodate construction shall be felled between September 15 and January 31, outside of the general nesting season for raptors and other birds. Alternately, a pre-construction survey for nesting birds shall be conducted prior to tree removal between February 1 and September 15. Temporal restrictions shall be determined by a qualified biologist.
- BR-2. Prior to issuance of grading permits, the project applicant shall be required to purchase compensatory Swainson's hawk foraging habitat credits for each developed acre, at the required ratio, from an approved mitigation bank, or develop other arrangements acceptable to and approved by the CDFG.

*Burrowing Owl*

- BR-3a. Prior to issuance of grading permits, the applicant shall retain a qualified biologist to conduct preconstruction surveys of the project site within 30 days prior to construction to ensure that no burrowing owls have become established at the site. If ground disturbing activities are delayed or suspended for more than 30 days after the preconstruction survey, the site shall be re-surveyed. If no burrowing owls are located, then no further mitigation is required.
- 3b If located, occupied burrows shall not be disturbed during the nesting season (February 1 through August 31) unless a qualified biologist approved by California Department of Fish and Game (CDFG) verifies through noninvasive methods that either the birds have not begun egg-laying and incubation; or that juveniles from the occupied burrows are foraging independently and are capable of independent survival.
- 3c If destruction of occupied burrows is unavoidable, the applicant shall coordinate with CDFG to identify existing suitable burrows located on protected land to be enhanced or new burrows will be created by installing artificial burrows at a ratio of 2:1.
- 3d If owls must be relocated away from the site the applicant shall coordinate with CDFG to relocate the owls using passive relocation techniques (as described in the CDFG's October 17, 1995, Staff Report on burrowing owl mitigation, or latest version).
- 3e If avoidance is the preferred method of mitigating potential project impacts, then no disturbance shall occur within 160 feet of occupied burrows during the non-breeding season (September 1 through January 31) or within 250 feet during the breeding season (February 1 through August 31).

**Question B**

The City protects "Heritage Trees." There are a number of trees located on the project site. The City Arborist visited the project site and determined that, based upon the current structure and species of the existing trees, they may be removed or saved at the developer's discretion, and, therefore, there are no Heritage Trees on the site. City street trees are not located on this site and therefore would not be affected by the proposed project. Therefore, it is anticipated that impacts to locally designated species will remain ***less-than-significant***.

**Question C**

As mentioned above in the environmental setting, there are no potential waters of the U.S. on the project site, including wetlands within the project site. Therefore, the proposed project would result in a ***less-than-significant*** impact to wetland habitat.

**Findings**

With the incorporation of the mitigation measures listed above, the proposed project would not result in significant impacts to biological resources.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<b>8. ENERGY</b>			
<i>Would the proposal result in impacts to:</i>			✓
A) Power or natural gas?			✓
B) Use non-renewable resources in a wasteful and inefficient manner?			✓
C) Substantial increase in demand of existing sources of energy or require the development of new sources of energy?			✓

**Environmental Setting**

Pacific Gas and Electric (PG&E) is the natural gas utility for the City of Sacramento. Not all areas are currently provided with gas service. PG&E gas transmission pipelines are concentrated north of the City of Sacramento. Distribution pipelines are located throughout the City, usually underground along City and County public utility easements (PUEs).

The Sacramento Municipal Utility District (SMUD) supplies electricity to the City of Sacramento. SMUD operates a variety of hydroelectric, photovoltaic, geothermal and co-generation powerplants. SMUD also purchases power from PG&E and the Western Area Power Administration. Major electrical transmission lines are located in the northeastern portion of the City of Sacramento.

**Standards of Significance**

*Gas Service.* A significant environmental impact would result if a project would require PG&E to secure a new gas source beyond their current supplies.

*Electrical Services.* A significant environmental impact would occur if a project resulted in the need for a new electrical source (e.g., hydroelectric and geothermal plants).

**Answers to Checklist Questions**

**Questions A – C**

The project would consume fossil fuels during construction. All construction equipment would be maintained and tuned at the interval recommended by the manufacturers to ensure efficient use of fuel. In addition, the project would consume energy during operation. The project site is surrounded mostly by residential uses, which are currently served by existing energy providers.

Furthermore, the proposed project would result in a decrease in the density anticipated for the site in the SGPU and the NSCP and, therefore, would result in less demand for energy. Consequently, the project's impact to energy sources is expected to be **less-than-significant**.

**Mitigation Measures**

No mitigation measures are required.

**Findings**

The project would not result in impacts to energy resources.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<b>9. HAZARDS</b>			
<i>Would the proposal involve:</i>			
A) A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals or radiation)?			✓
B) Possible interference with an emergency evacuation plan?			✓
C) The creation of any health hazard or potential health hazard?			✓
D) Exposure of people to existing sources of potential health hazards?			✓
E) Increased fire hazard in areas with flammable brush, grass, or trees?			✓

**Environmental Setting**

The proposed project site is located within an area that has a mix of existing residential and light industrial uses, as well as vacant land. The project site currently consists of vacant, disturbed land. Structures do not exist on the project site.

**Standards of Significance**

For the purposes of this document, an impact is considered significant if the proposed project would:

- expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities;
- expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials (not an issue for the proposed project since the project does not include demolition of structures); or
- expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during de-watering activities; or
- expose people (e.g., residents, pedestrians, construction workers) to increased fire hazards.

### Answers to Checklist Questions

#### Questions A, C & D

The project site is currently vacant. During a site visit by City staff on February 17, 2006, no obvious hazardous materials were observed. There was no evidence of stained soil at the site. The site is not listed on the most current (May 9, 2006) County of Sacramento Toxic Site Cleanup Report, which lists sites where unauthorized releases of potentially hazardous materials have occurred. Therefore, development of the site is not anticipated to expose future residences to contaminated soil. In addition, single-family residential uses do not typically generate or use large amounts of substances that can be considered hazardous. For these reasons, impacts are anticipated to be **less-than-significant**.

#### Question B

The proposed site plan has been reviewed for adequacy by the Fire District. Recommendations by the District were incorporated into the site design. Therefore, because the proposed project would comply with recommendations made by the Fire District, the proposed project would result in a **less-than-significant** impact associated with interference with an emergency evacuation plan.

#### Questions E

The project site currently consists of vacant, disced land. Undeveloped, the project site would continue to grow vegetation, which can become a fire hazard. Development of the project site would eliminate the growth of fire-prone vegetation on the site and thereby would reduce the potential for increased fire hazard. Therefore, impacts associated with fire hazards are considered to be **less-than-significant**.

#### Mitigation Measures

No mitigation is required.

#### Findings

The proposed project would result in less-than-significant impacts regarding hazards.

MOREY PLACE (P06-021)  
**INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<b>10. NOISE</b>			
<i>Would the proposal result in:</i>			
A) Increases in existing noise levels? Short-term Long Term		✓ ✓	
B) Exposure of people to severe noise levels? Short-term Long Term		✓ ✓	

**Environmental Setting**

The following noise discussion is based on the *Noise Impact Study for Morey Place Residential Development and Recommendations to Meet City of Sacramento Noise Limits*, which was prepared by The Acoustics & Vibration Group in July 2005. An addendum to the Noise Impact Study was submitted on August 9, 2006, which included corrections to the study to reflect the most current (June 19, 2006) Tentative Map.

The proposed project is a single family development located between Morey Avenue on the south and Morrison Avenue on the north. Western Avenue is located adjacent to the site on the west. A north-south Union Pacific rail line exists parallel to the west property line of the project site with Western Avenue between the railroad easement and the site. The project would include the development of 100 single family residences on the 12.7-acre project site. Lots 1 through 14 are closest to the rail line. The houses on these lots would front Western Avenue and would shield the backyards from the noise generated by the railroad tracks.

Currently, the land is relatively flat except the train tracks west of the site are elevated approximately 8 feet above the project site. Surrounding land is a mixture of undeveloped and rural single family residences. Light industrial properties exist further east of the site.

The Acoustics & Vibration Group (AVG) conducted field sound measurements on April 12, 2005 between 11:40 p.m. and 2:00 p.m. at the project site. Average sound levels (Leq) were measured to use as a basis for predicting the future day-night average sound levels (Ldn). Measurements were made at two positions on the project site:

- Position 1: Southwest corner of the project site, approximately 18 feet east of the edge of Western Avenue and 110 feet north of the edge of Morey Avenue.

- Position 2: Approximately 66 feet east of the edge of Western Avenue and 184 feet north of the edge of Morey Avenue.

Rail vehicle movement on the tracks to the west is the major sound source influencing the project site. Other secondary sources include aircraft flyovers, road traffic on adjacent roadways, dogs barking, birds chirping, and general human activity. Traffic volumes on the three local roads were relatively low at less than 1,000 vehicles per day on each roadway. The Ldn from traffic and other secondary sources is less than 48 dB(A) (AVG, July 10, 2006, p. 7).

The rail lines on the west side of the project site are considered part of a major north-south train route used by Union Pacific connecting Sacramento to Marysville. Rail vehicles were estimated to be traveling between 20 to 40 miles per hour based on observations made at the site. Existing train traffic volumes were provided by Union Pacific. Three trains were observed passing by the site. Each of the three trains used their horn, but only when well north or south of the project site. The nearest railroad crossings are approximately 1.5 miles to the north and south. All three trains were Union Pacific freight vehicles with 3 to 4 engines and 47 to 63 cars.

The existing Ldn sound level is 63 dB(A), which is greater than the City's Normally Acceptable noise level of 60 dB(A).

The State of California assumes a 15 dB reduction can be expected from the exterior to the interior of a home with the windows open. Thus, any Ldn sound level greater than 60 dB causes interior sound levels to be greater than the 45 dB limit if the windows or doors are allowed to be open. Homes on Lots 1 through 14 would be exposed to day-night average sound levels in excess of 60 dB. As previously noted, the existing noise environment is 63dB(A)dn.

### **Standards of Significance**

Noise and vibration impacts resulting from the implementation of the proposed project would be considered significant if they cause any of the following results:

- Exterior noise levels at the proposed project, which are above the upper value of the normally acceptable category for various land uses (SGPU DEIR AA-27) caused by noise level increases due to the project. The maximum normally acceptable exterior community noise exposure for residential backyards it is 60 dB Ldn, and for residential interior it is 45 dB Ldn;
- Residential interior noise levels of 45 Ldn or greater caused by noise level increases due to the project; and
- Construction noise levels not in compliance with the City of Sacramento Noise Ordinance.

Construction-generated sound is exempt from limits if construction activities take place between the hours of 7:00 a.m. and 6:00 p.m. Monday-Saturday and between 9:00 a.m. and 6:00 p.m. on Sundays as specified in Section 8.68.080 of the City of Sacramento Noise Ordinance.



## Answers to Checklist Questions

### Questions A and B

The predicted future day-night average (Ldn) sound levels for the backyards of homes on Lots 1 – 14 are below the 60 dB Noise Element requirement when considering shielding from proposed homes on these lots. Interior Ldn sound level impacts are not significant for all homes proposed for this site, including those homes along Western Avenue, which face the railroad tracks. However, because certain minimum acoustical requirements were assumed for construction methods and materials, without inclusion of these requirements, the proposed project could result in a *potentially significant* impact. Implementation of the following mitigation measures would ensure at least a 20 dB reduction in noise from exterior, which is 63 dB, to interior. Therefore, with these mitigation measures, the interior noise level would be approximately 43 dB, which would not exceed the City's 45 dB threshold for interior noise levels and would result in a ***less-than-significant*** impact.

#### *Construction Noise*

The proposed project may temporarily increase noise in the area due to construction activities. However, the City of Sacramento Noise Ordinance exempts construction-related noise taking place between the hours of 7:00 a.m. and 6:00 p.m., on Monday through Saturday, and between 9:00 a.m. and 6:00 p.m. on Sunday. The project does not propose construction other than these times. Therefore, because increases in ambient noise levels resulting from construction activities would be temporary, and would be required to comply with the City's Noise Ordinance, the impact would not be considered significant.

### Mitigation Measures

#### Mitigation Measure N-1

- N-1 Prior to issuance of Building Permits, the Building Department shall verify that the building plans for all units contain the following measures included in the Noise Impact Study:
- All joints in exterior walls shall be sealed airtight around windows and doors at the wall perimeter and at major seams.
  - All above-ground penetrations of exterior walls by electrical and plumbing components shall include a ¼ to ½ inch airspace around the perimeter. This space shall be filled loosely with fiberglass insulation. The space shall then be sealed airtight on both sides of the wall with a resilient, non-hardening caulking or mastic.
  - Basic exterior wall construction shall be comprised of the following material of equal surface weight and Sound Transmission Class, STC rating:
    - 2 x 4 inch wood studs at 16 inches on center.
    - Minimum R-13 insulation in the stud cavities.
    - 5/8 inch gypsum wallboard fastened to the interior face of the wood studs. The wall shall be fully taped, finished, and sealed around the perimeter with a combination of backer rod and resilient, non-hardening caulking.
    - The exterior surface shall be finished with the following or with another product with equal or greater surface weight and STC rating: 1) exterior finished in

MOREY PLACE (P06-021)  
**INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**

- cementitious board over 1/2-inch thick plywood sheathing; OR 7/8-inch thick, minimum 3-coat dense stucco; OR a material with equivalent surface density.
- Ceilings shall be finished with a minimum 5/8-inch gypsum board with minimum R-19 insulation in the ceiling.
  - The roof shall be finished with a minimum 7/16-inch OSB board or plyboard of equivalent weight, 30 lb. felt paper and composition or concrete tiles with a minimum 270 lbs. per square or equivalent weight material.
  - Windows shall have a minimum STC rating of 29 or better. Windows shall have an air infiltration rate of less than or equal to 0.20 CFM per linear foot when tested with a 25 mile per hour wind per ASTM standards.
  - Exterior entry doors shall have a minimum STC rating of 29.
  - Ventilation shall be provided consistent with UBC requirements, which ensure that exterior openings do not need to be opened to provide adequate ventilation.

**Findings**

With implementation of the above mitigation, the proposed project would result in ***less-than-significant*** noise impacts.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<b>11. PUBLIC SERVICES</b>			
<i>Would the proposal have an effect upon, or result in a need for new or altered government services in any of the following areas:</i>			✓
A) Fire protection?			✓
B) Police protection?			✓
C) Schools?			✓
D) Maintenance of public facilities, including roads?			✓
E) Other governmental services?			✓

**Environmental Setting**

The nearest fire stations to the proposed project site is Station No. 15 located at 1591 Newborough, Station No. 17 located at 1311 Bell Avenue, Station No. 18 located at 746 North Market Boulevard, Station No. 20 located at 300 Arden Way, and Station No. 30 located at 1901 Club Center Drive in North Natomas.

The area is served by the Sacramento City Police Department. The William J. Kinney Police Facility is located just over 2 miles east of the site at 3550 Marysville Boulevard.

The proposed project site is within the Del Paso Heights School District.

### **Standards of Significance**

For the purposes of this report, an impact would be considered significant if the project resulted in the need for new or altered services related to fire protection, police protection, school facilities, roadway maintenance, or other governmental services; the construction of which could cause significant environmental effects.

### **Answers to Checklist Questions**

#### **Questions A – E**

The City's General Fund and other special collections such as Measure G, state school funds and developer fees provide the financial support to achieve basic safety, school, library and park services. Police/fire personnel, schools, libraries, and parks provide a wide range of services that are affected by population increases.

#### Fire Protection

Implementation of the project would result in an increase in the demand for fire protection and emergency services. However, the proposed project is required to incorporate design features identified in the Uniform Building Code and the Uniform Fire Code. The incorporation of fire safety measures required by the Uniform Building Code and the Uniform Fire Code, as well as City permitting requirements, are expected to reduce any physical fire safety impacts associated with the project to a level of insignificance.

The project is consistent with the General Plan and Community Plan land use designation for the site, as well as the Zoning. In addition, the proposed project density is less than the maximum density designated for the site in the SGPU and Community Plan. Consequently, the proposed project would create demand for fire protection services that is consistent with the demand anticipated in the SGPU Community Plan.

#### Police

The City of Sacramento Police Department provides police protection services within the City of Sacramento. The Department takes an active role in crime prevention through the Crime Prevention through Environmental Design Program. This program requires new development, including the proposed project, to coordinate with the Community Resources Division of the Police Department to facilitate public safety through appropriate design of new residential developments. The incorporation of City permitting requirements and Crime Prevention through Environmental Design Program are expected to reduce any physical public safety impacts associated with the project to a level of insignificance.

The project is consistent with the General Plan and Community Plan land use designation for the site, as well as the Zoning. In addition, the proposed project density is less than the maximum density designated for the site in the SGPU and Community Plan. Consequently, the proposed project would create demand for police protection services that is consistent with the demand anticipated in the SGPU Community Plan.

### Schools

The State of California has traditionally been responsible for the funding of local public schools. To assist in providing facilities to serve students generated by new development projects, the State passed Assembly Bill 2926 (AB 2926) in 1986. This bill allowed school districts to collect impact fees from developers of new residential building space.

Senate Bill 50 (SB 50) and Proposition 1A (both of which passed in 1998) provide a comprehensive school facilities financing and reform program. Provisions of SB 50 prohibit local agencies from denying legislative land use approvals on the basis that school facilities are inadequate. According to Government Code Section 65996, the development fees authorized by SB 50 are deemed to be "full and complete school facilities mitigation." These provisions will remain in place as long as subsequent state bonds are approved and available.

Development of the proposed project would be required to pay school impact fees to compensate for the impacts of the residential development on local school capacity in order to maintain adequate classroom seating and facilities standards. Pursuant to SB 50, payment of fees to the School Districts is considered full mitigation for project impacts, including impacts related to the provision of new or physically altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable performance standards for schools. Thus, although the proposed project would add students, the project would pay development fees to the school districts, which is considered full mitigation for project impacts under SB 50.

### Conclusion

The project is consistent with the General Plan and Community Plan land use designation for the site, as well as the Zoning. In addition, the proposed project density is less than the maximum density designated for the site in the SGPU and Community Plan. Consequently, the proposed project would create demand for public services that is consistent with the demand anticipated in the SGPU and Community Plan. Furthermore, the proposed project would be required to meet UBC and Fire Safety Code Regulations, and would also be required to incorporate the safety measures included in City permitting requirements. In addition, both the Fire Department and Police Department are included in review of the design of new development projects. Payment of school impact fees, pursuant to SB 50, would be considered full mitigation for impacts to schools. Therefore, the proposed project would result in a **less-than-significant** impact to public services.

### **Mitigation Measures**

No mitigation is required.

**Findings**

The proposed project would result in less-than-significant impacts to public services.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<b>12. UTILITIES</b> <i>Would the proposal result in the need for new systems or supplies, or substantial alterations to the following utilities:</i>			
A) Communication systems?			✓
B) Local or regional water supplies?			✓
C) Local or regional water treatment or distribution facilities?			✓
D) Sewer or septic tanks?			✓
E) Storm water drainage?			✓
F) Solid waste disposal?			✓

**Environmental Setting**

*Communications Systems.* The project site does not contain radio, radar, or microwave transmission facilities.

*Water.* The City of Sacramento is identified as the water supplier for the proposed project. The project is within the City's Water Service Area. The City of Sacramento obtains water from three sources: the American River, the Sacramento River, and groundwater wells. Treated water is currently produced at two water treatment plants: the Fairbairn Water Treatment Plan (WTP) on the American River, and the Sacramento WTP on the Sacramento River.

- **Surface Water Rights:** According to the City's Urban Water Management Plan (UWMP) (p. 3-1), the City holds an annual surface water entitlement of 81,000 acre-feet from the Sacramento River, and, ultimately, 245,000 acre-feet from the American River. The total annual diversion allowed by the City's four American River permits is 245,000 acre-feet at buildout of these entitlements in the year 2030. Therefore, the maximum total combined water supply from both the Sacramento and American River by the year 2030 is 326,800 acre-feet, as shown in Table U-1, below.

<b>Table U-1</b>	
<b>Future City of Sacramento Surface Water Rights</b>	
<b>Year</b>	<b>Authorized Surface Water Use (acre-feet/year)</b>
2010	227,500
2016	257,500
2020	278,000
2030	326,800
Source: UWMP 2000 (p. 3-1)	

- **Groundwater Sources:** According to the UWMP (p. 3-2), about 15 percent (24,000 af/y) of the City's water demand is currently met through groundwater wells. The estimated safe yield of the groundwater basin underlying the American River POU is between 55,000 and 80,000 acre-feet, which is two to three times the City's recent historical usage.

The groundwater is generally of good quality. The City focuses on surface water and minimizes reliance on groundwater to avoid water quality problems and reduce the City's contribution to possible groundwater overdraft conditions.

Existing water infrastructure in the project site vicinity includes a new 12-inch water main, which is currently being constructed in Morrison Avenue near the east boundary of the site. There is no water in Western Avenue or Morey Avenue fronting the project. An existing 8-inch water main extends to a point 570 feet east of the eastern site boundary.

*Stormwater Drainage.* The project site is within Drainage Shed 157, which flows to Sump 157, located northwest of the project site. Currently, a 36" drainage line is located within the Western Avenue right-of-way, adjacent to the project site. Currently, drainage on the project site generally occurs via surface flows.

*Sewage.* Sanitary sewer service is available to North Sacramento. The Sacramento Regional County Sanitation District (SRCSD) is responsible for the operation of all regional interceptors and wastewater treatment plants, while local collection districts operate the systems that transport less than 10 million gallons of waste flow daily. This portion of the City is served by the City Utilities Department, although treatment is provided by SRCSD.

The project site is within the sewer shed that flows by gravity to Sump 85. There are existing 10-inch sanitary sewer mains in Morrison Avenue and Morey Avenue.

*Solid Waste.* Solid waste transport within the City of Sacramento is generally provided by private contractors; consequently, disposal of solid waste occurs at a number of locations. However, typically, disposal of solid waste occurs either at Kiefer Landfill, operated by the County of Sacramento Public Works Department, or it is sent to the Sacramento Recycling and Transfer Station, which then transfers the solid waste to Lockwood, Nevada. According to Doug Kobold, Solid Waste Planner for Sacramento Region Solid Waste Authority, Kiefer Landfill has capacity until 2035 at the current throughput. According to Mike Root, Program Analyst for City's Solid Waste Division, the Lockwood landfill has capacity for the next 250 to 300 years. Consequently, these two landfills are not capacity constrained.

The project is required to meet the City's Recycling and Solid Waste Disposal Regulations (Chapter 17.72 of the Zoning Ordinance). The purpose of the ordinance is to regulate the location, size, and design of features of recycling and trash enclosures in order to provide adequate, convenient space for the collection, storage, and loading of recyclable and solid waste material for existing and new development; increase recycling of used materials; and reduce litter.

### Standards of Significance

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Result in a detriment to microwave, radar, or radio transmissions;
- Create an increase in water demand of more than 10 million gallons per day;
- Substantially degrade water quality;
- Generate more than 500 tons of solid waste per year; or
- Generate storm water that would exceed the capacity of the storm water system.
- Result in a determination by the wastewater collection and treatment provider that it does not have adequate capacity to serve the project's projected demand in addition to existing commitments.

### Answers to Checklist Questions

#### Question A

The proposed project would not exceed the height restriction specified in the Zoning Ordinance for structures within the R-1A zone, and there are no communication facilities on, or near, the project site. Therefore, the proposed project would not interfere with microwave, radar, or radio transmissions, and the proposed project would result in a **less-than-significant** impact.

#### Questions B and C

##### *Water Supply*

Based on the figures presented in the City's UWMP, Sacramento's water supply is sufficient through Year 2030. See Table U-2 for a summary of the City's water rights and projected water use 2020.

Table U-2 illustrates the City's ability to meet foreseen water and indicates that the City of Sacramento has sufficient water rights and the infrastructure to deliver water in normal, single-dry, and multiple-dry years. According to the UWMP (p. 4-10) the City has not needed to explore other water supply options because the City's water sources are not subject to cutbacks, and the City's entitlements are more than sufficient to meet projected future demands.

<b>U-2 City of Sacramento Water Rights and Projected Water Use</b>		
<b>Year</b>	<b>Authorized Surface Water Used (acre feet)</b>	<b>Projected Water Use (acre-feet)<sup>a</sup></b>
2000	183,500	136,776 <sup>b</sup>
2005	205,500	150,198 <sup>b</sup>
2010	227,500	163,123 <sup>b</sup>
2016	257,500	172,824 <sup>b</sup>
2020	278,000	175,819 <sup>b</sup>
2030	326,800	189,984 <sup>b</sup>
<small><sup>a</sup> Does not include normalization and conservation adjustments  <sup>b</sup> Does not include water supplied to additional customers outside of service area</small>		
<small>Source: UWMP, 2001 (P. 4-10)</small>		

Build-out demand for the project site, in accordance with current General Plan designation, is assumed in the current UWMP. The UWMP (p. 4-5) indicates that the single-family water use factor of 606 gallons/account/day was used to calculate water use. Assuming 1 account per residence, an estimate of build-out demand for the proposed project (100 units) would be 60,600 gallons per day (67.89 acre-feet/year). Therefore the project is well-below the threshold of 10 million gallons per day.

<b>Table U-3 Water Demand for Proposed Project</b>				
<b>Land Use Type</b>	<b>Units</b>	<b>Consumption Factor</b>	<b>Consumption</b>	<b>Consumption (af/y)</b>
Residential –Low Density	100	606 gpd/unit	60,600 gpd	67.89 af/y

*Water Distribution*

The proposed project would extend the water main in Morey Avenue 570 feet to the project site. The project would also connect to the main in Morrison Avenue; this would create a looped system. The extension and connection would be installed within the existing paved street.



*Conclusion*

The City has sufficient supply to serve the project. Water rights assume treated water. In addition, the project is required to comply with the City's ordinances and conditions of approval for connection to the existing water facilities. Therefore, the project impacts to the City's water supply, treatment, and distribution are anticipated to be ***less-than-significant***.

**Question D**

The proposed project would connect to the existing 10-inch sewer line in Morey Avenue. However, the main in Morey Avenue is extremely shallow and is unable to provide service to the southwest portion of the proposed site without a lift station. The proposed project includes the installation of the lift station. According to Glenn Marshall from the Department of Utilities, a sewer study is required as a condition of approval by the Department of Utilities to determine the appropriate size and location of the lift station and associated features. No off-site improvements would be required.

All public sewers are coordinated with and approved by the Department of Utilities. Brett Grant from the Department of Utilities indicated that, for a 100-unit subdivision, estimated average sewer flow would be approximately 27.8 gallons per minute (gpm), with peak flows reaching 97.2 gpm. Mr. Grant further indicated that the capacity of the 10-inch sewer main is approximately 495 gpm. Therefore, according to the Department of Utilities, the existing sewer facilities have capacity to carry the flows generated by the proposed project.

With the development requirements established by the Department of Utilities, the proposed project is anticipated to have a ***less-than-significant*** impact on sewer services.

**Question E**

The proposed project drains to sump 157 at the north end of Western Avenue. Development in this portion of Drainage Shed 157, including the proposed project, will require upsizing of the existing 36-inch drainage pipes in Western Avenue (the pipes are 39-inches north of Morrison Avenue) consistent with the Drainage Master Plan. The upsizing of the pipe would occur from Morey Avenue north to Sump 157, which is located at the terminus of Western Avenue. The proposed project would be required to install larger pipes, or pay fair share contribution if already installed by other development. Upsizing of these pipes would occur within the Western Avenue right-of-way.

All drainage improvements would be required to be developed to the satisfaction of the Department of Utilities, and the Department of Utilities would ensure consistency with the existing Drainage Master Plan for Drainage Shed 157. All drainage lines would be placed within the asphalt section of public rights-of-way as per the City's Design and Procedures Manual.

Because the Department of Utilities will ensure that project's drainage system is appropriately sized and is connected to the City's drainage system, the project impacts on the City's drainage facilities are anticipated to be ***less-than-significant***.

**Question F**

The California Integrated Waste Management Board website ([www.ciwmb.ca.gov/Profiles/County/CoProfile1.asp](http://www.ciwmb.ca.gov/Profiles/County/CoProfile1.asp)) indicates that the Resident Daily Disposal Rate in Sacramento County is 1.46 pounds per resident per day. Using the Sacramento Area Council of Governments (SACOG) Population and Housing for Sacramento County, by Jurisdiction, it is estimated that the proposed development of 100 single family units would add approximately 261 new residents to the City's population (100 units x 2.61 residences per unit). Therefore, the proposed project would result in approximately 381 pounds of waste disposal per day (1.46 pounds/day/resident x 261 residents), which would equal approximately 70 tons per year. This is considerably below the City's threshold of 500 tons per year. In addition, as indicated above, the two primary landfills, which receive the majority of solid waste generated by the City of Sacramento, are not anticipated to be capacity constrained. Kiefer Landfill has capacity until 2035 at the current throughput, and the Lockwood landfill has capacity for the next 250 to 300 years. Consequently, the 70 tons per year of solid waste generated by the project would not adversely affect capacity at these landfills.

In addition, prior to issuance of a building permit by the Building Division the applicant would be required to comply with the City's Zoning Ordinance (Title 17.72 of the City Code). This section addresses recycling and solid waste disposal requirements for new and existing developments, which are designed to reduce impacts from the disposal of solid waste.

For these reasons, it is anticipated that development of the proposed project would result in ***less-than-significant*** impacts from solid waste.

#### **Mitigation Measures**

No mitigation is required.

#### **Findings**

The proposed project would result in less-than-significant impacts to utility systems.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<b>13. <u>AESTHETICS, LIGHT AND GLARE</u></b>			
<i>Would the proposal:</i>			
A) Affect a scenic vista or adopted view corridor?			✓
B) Have a demonstrable negative aesthetic effect?			✓
C) Create light or glare?			✓
D) Create shadows on adjacent property?			✓

**Environmental Setting**

The project site is not in an adopted view corridor or a scenic vista. The project site currently consists of vacant grassland with relatively flat topography. The project area is presently comprised of residential uses and light industrial uses. Interstate 80 is located approximately 1,200 feet north of the project site, and the project site is visible from I-80.

**Standards of Significance**

Visual impacts would include obstruction of a significant view or viewshed or the introduction of a façade which lacks visual interest and compatibility which would be visible from a public gathering or viewing area.

*Glare.* Glare is considered to be significant if it would be cast in such a way as to cause public hazard or annoyance for a sustained period of time.

*Light.* Light is considered significant if it would be cast onto oncoming traffic or residential uses.

**Answers to Checklist Questions**

**Questions A, B, and D**

The project site would convert undeveloped land into a single-family residential subdivision. The project site is not located within an identified scenic corridor or viewshed; consequently impacts to an identified scenic corridor or viewshed would not occur. In addition, although the project site is visible from the freeway, Interstate 80 is not considered a Scenic Highway in the vicinity of the project site.

The proposed project would result in the conversion of vacant land to a single-family residential development. However, single-family residential subdivisions exist, and are currently being constructed, in the project vicinity. Therefore, the proposed project would be consistent with the existing development in the area.

Therefore, the proposed project is anticipated to have a *less-than-significant* impact related to aesthetics.

### **Questions C**

The proposed project includes construction of 100 single-family residences. Single-family residences are not typically considered to be substantial sources of glare, due to the limited height and the limited amount of reflective surface area (i.e. glass and metal surfaces), and the project would not be anticipated to result in substantial adverse affects associated with glare.

The proposed project would require improvements to the City rights-of-way. These improvements include the installation of street lighting, as required by the Department of Transportation as a condition of approval. The street lighting, in addition to lighting on the residences, would be installed and shielded consistent with City standards. With the design and orientation of lighting in compliance with the City standards, impacts associated with light and glare are anticipated to be *less-than-significant*.

### **Mitigation Measures**

No mitigation is required.

### **Findings**

The project is determined to have a less-than-significant impact to visual resources.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<b>14. <u>CULTURAL RESOURCES</u></b>			
<i>Would the proposal:</i>			
A) Disturb paleontological resources?		✓	
B) Disturb archaeological resources?		✓	
C) Affect historical resources?		✓	
D) Have the potential to cause a physical change, which would affect unique ethnic cultural values?			✓
E) Restrict existing religious or sacred uses within the potential impact area?			✓

**Environmental Setting**

The proposed project is not in a Primary Impact Area as defined by the Sacramento General Plan Update Draft Environmental Impact Report (SGPU) (DEIR, V-5). The SGPU defines a Primary Impact Area as an area that is most sensitive to urban development due to the potential presence of cultural resources. The project site is vacant with weedy grasses and some trees located on the site.

**Standards of Significance**

Cultural resource impacts may be considered significant if the proposed project would result in one or more of the following:

1. Cause a substantial change in the significance of a historical or archaeological resource as defined in CEQA Guidelines Section 15064.5 or
2. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

**Answers to Checklist Questions**

**Questions A - D**

The proposed project site is not located in a Primary Impact Area for cultural or historical resources according to the SGPU DEIR, V-5. The proposed project will not directly or indirectly destroy unique paleontological resources or unique geologic features because no such feature exists on the site. The project is not likely to disturb human remains, including those interned outside of formal cemeteries.

While there are no known cultural resources on the site, construction activity could result in the discovery of unknown resources, and this could be *potentially significant*. To reduce potential impacts to unknown subsurface archaeological or historical remains, the City has committed to limit potential impacts by incorporating the following specific measures, which would reduce the impact to a ***less-than-significant*** level.

### **Mitigation Measures**

CR-1a In the event that any prehistoric subsurface archeological features or deposits, including locally darkened soil ("midden"), that could conceal cultural deposits, animal bone, obsidian and/or mortars 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 coordinate to determine the appropriate course of action. All significant cultural materials recovered shall be subject to scientific analysis and professional museum curation. In addition, a report shall be prepared by the qualified archeologist according to current professional standards.

CR-1b If a Native American site is discovered, the evaluation process shall include consultation with the appropriate Native American representatives.

If Native American archeological, 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 the Code of Federal Regulations (36 CFR 61), and Native American representatives, who are approved by the local Native American community as scholars of the cultural traditions.

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 archeological sites are involved, all identified treatment is to be carried out by qualified historical archeologists, who shall meet either Register of Professional Archeologists (RPA), or 36 CFR 61 requirements.

CR-2 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 likely descendant shall work with the contractor to develop a program for re-internment 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.

### **Question E**

There are no known existing religious or sacred uses on the project site. Therefore, it is not

anticipated that religious or sacred uses will be impacted by the proposed project, and a **less-than-significant** impact would occur.

**Findings**

The project is anticipated to have less-than-significant impacts on cultural resources with the incorporation of the above mitigation measures.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<b>15. RECREATION</b>			
<i>Would the proposal:</i>			
A) Increase the demand for neighborhood or regional parks or other recreational facilities?			✓
B) Affect existing recreational opportunities?			✓

**Environmental Setting**

There are no existing recreational amenities within the project site, as the site is currently vacant private property. Surrounding uses consist of residential and light industrial uses. However, Ueda Parkway is located along the east side of Western Avenue across from the project site. Ueda Parkway includes jogging trails, although no improved access to these trails exists in the immediate project site vicinity. Del Paso Heights School Park, Robertson Park, and Nuevo Park are the nearest parks, located just over 1/2-mile from the site.

**Standards of Significance**

Recreation impacts would be considered significant if the project created a new demand for additional recreational facilities or affected existing recreational opportunities.

**Answers to Checklist Questions**

**Questions A and B**

Three park facilities exist within one mile of the project site, and Ueda Parkway exists directly across from the project site (although no improved access from the site is available). Because future residents of the project would have these park facilities to choose from, it is not anticipated that existing recreational facilities would be substantially affected.

The proposed project is consistent with the SGPU and North Sacramento Community Plan land use designation for the site. Although the proposed project does not include parks, the applicant

must comply with City Code 16.64 (Parkland Dedication) and pay the required parkland dedication in lieu fees. Furthermore, the Parks and Recreation Department requires that the applicant provide proof that they have initiated and completed the formation of a parks maintenance district (assessment or Mello-Roos special tax district), or annexed the project to an existing parks maintenance district prior to recording a Final (Parcel) Map. Payment of these fees is considered full mitigation and recreational impacts are anticipated to be ***less-than-significant***.

**Mitigation Measures**

No mitigation is required.

**Findings**

The proposed project would result in less-than-significant impacts to recreational resources.



**MANDATORY FINDINGS OF SIGNIFICANCE**

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<p><b>16. <u>MANDATORY FINDINGS OF SIGNIFICANCE</u></b></p> <p>A. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? Disturb paleontological resources?</p>		✓	
<p>B. Does the project have the potential to achieve short-term, to the disadvantage of long-term environmental goals?</p>			✓
<p>C. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)</p>			✓
<p>D. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p>			✓

#### Question A

As discussed in the preceding sections, the proposed project, with the implementation of the mitigation measures, would not have the potential to degrade the quality of the environment, including effects on Burrowing owl or Swainson's hawk. However, as stated in Section 14, the proposed project may affect unknown Cultural Resources within the project site. Mitigation measures concerning how to handle paleontological resources were included in case known cultural resources are identified on the site, or previously unidentified resources are uncovered during construction activities. Likewise, as stated in Section 7, the proposed project may affect biological resources on the site, including nesting Swainson's hawk and Swainson's hawk foraging habitat. Mitigation has been proposed in order to reduce these impacts to *less-than-significant* levels.

#### Question B

As discussed throughout this Initial Study, the proposed project consists of a tentative subdivision map to divide three parcels into 100 single-family residential lots and a Special Permit to construct 100 single-family residences within the R-1A zone. The project is assumed to comply with federal, State, and local laws and regulations and would not include any activities or include any uses that would achieve short-term goals to the disadvantage of long-term environmental goals; therefore, impacts are considered *less-than-significant*.

#### Question C

When impacts are considered along with, or in combination with other impacts, the project-related impacts are less-than-significant with appropriate mitigation. The project is consistent with the General Plan and Community Plan land use designation for the site, as well as the Zoning. In addition, the proposed project density is less than the maximum density designated for the site in the SGPU and Community Plan. The project would also not add to cumulative effects analyzed. Furthermore, project-specific impacts would be mitigated to a less-than-significant level. Therefore cumulative effects are considered a *less-than-significant* impact.

#### Question D

The project does not have environmental effects that could cause substantial adverse effects on human beings, either directly or indirectly. The site is not known to contain any hazards. However, construction activities could reveal previously unknown hazards. The proposed project is required to comply with all applicable laws concerning hazardous materials. Therefore, the project would result in a *less-than-significant* impact.

**SECTION IV. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

The environmental factors checked below potentially would be affected by this project.

- |  |  |
|--|--|
| <input type="checkbox"/> Land Use and Planning           | <input type="checkbox"/> Hazards                                       |
| <input type="checkbox"/> Population and Housing          | <input checked="" type="checkbox"/> Noise                              |
| <input type="checkbox"/> Geological Problems             | <input type="checkbox"/> Public Services                               |
| <input type="checkbox"/> Water                           | <input type="checkbox"/> Utilities and Service Systems                 |
| <input type="checkbox"/> Air Quality                     | <input type="checkbox"/> Aesthetics, Light & Glare                     |
| <input type="checkbox"/> Transportation/Circulation      | <input checked="" type="checkbox"/> Cultural Resources                 |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Recreation                                    |
| <input type="checkbox"/> Energy and Mineral Resources    | <input checked="" type="checkbox"/> Mandatory Findings of Significance |
| <input type="checkbox"/> None Identified                 |  |


**SECTION V. DETERMINATION**

On the basis of the initial evaluation:

I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

- X 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 project-specific mitigation measures described in Section III have been added to the project. A NEGATIVE DECLARATION will be prepared.

I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.



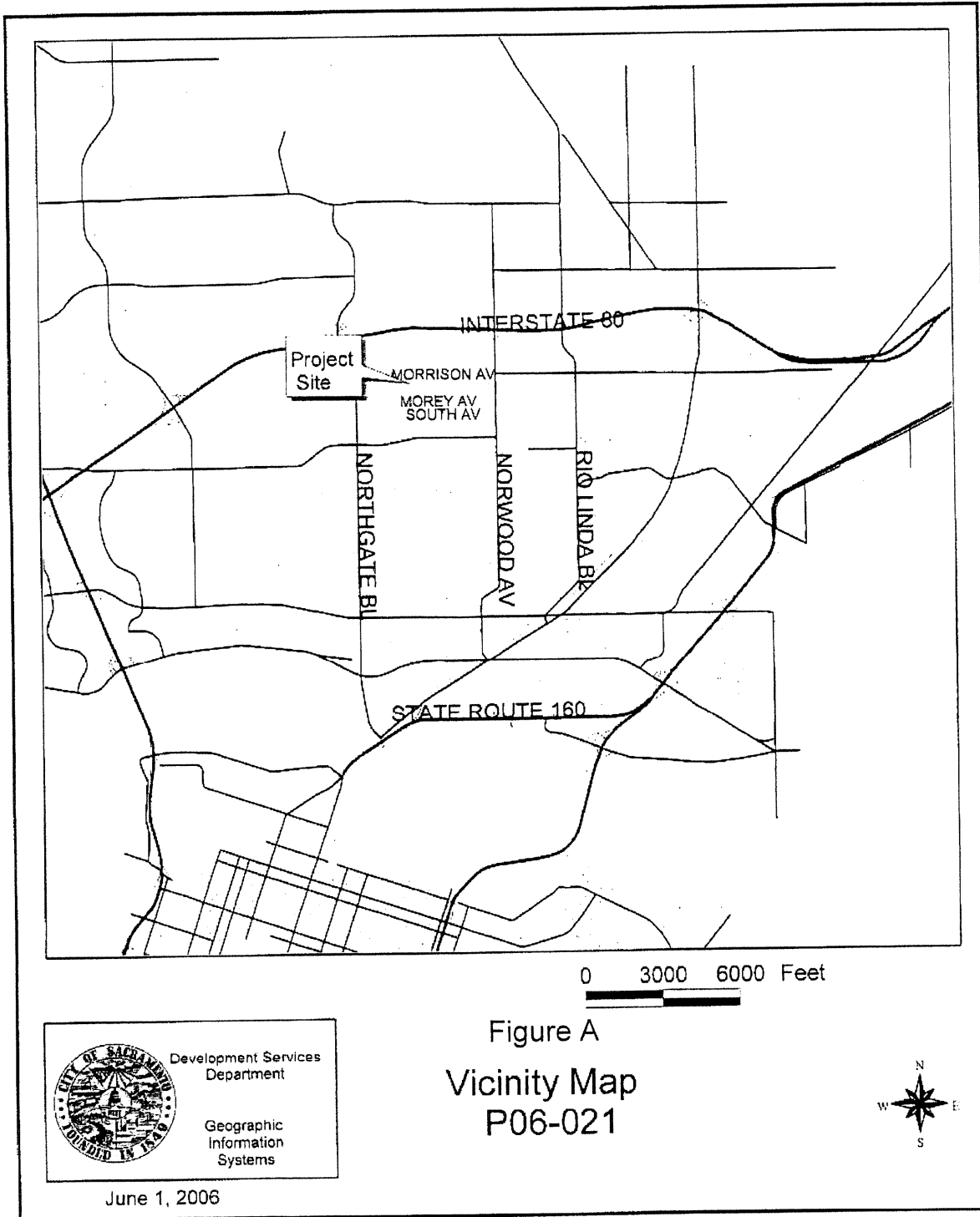
Signature

8/23/06

Date

Mike Parker

Printed Name



MOREY PLACE (P06-021)  
 INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

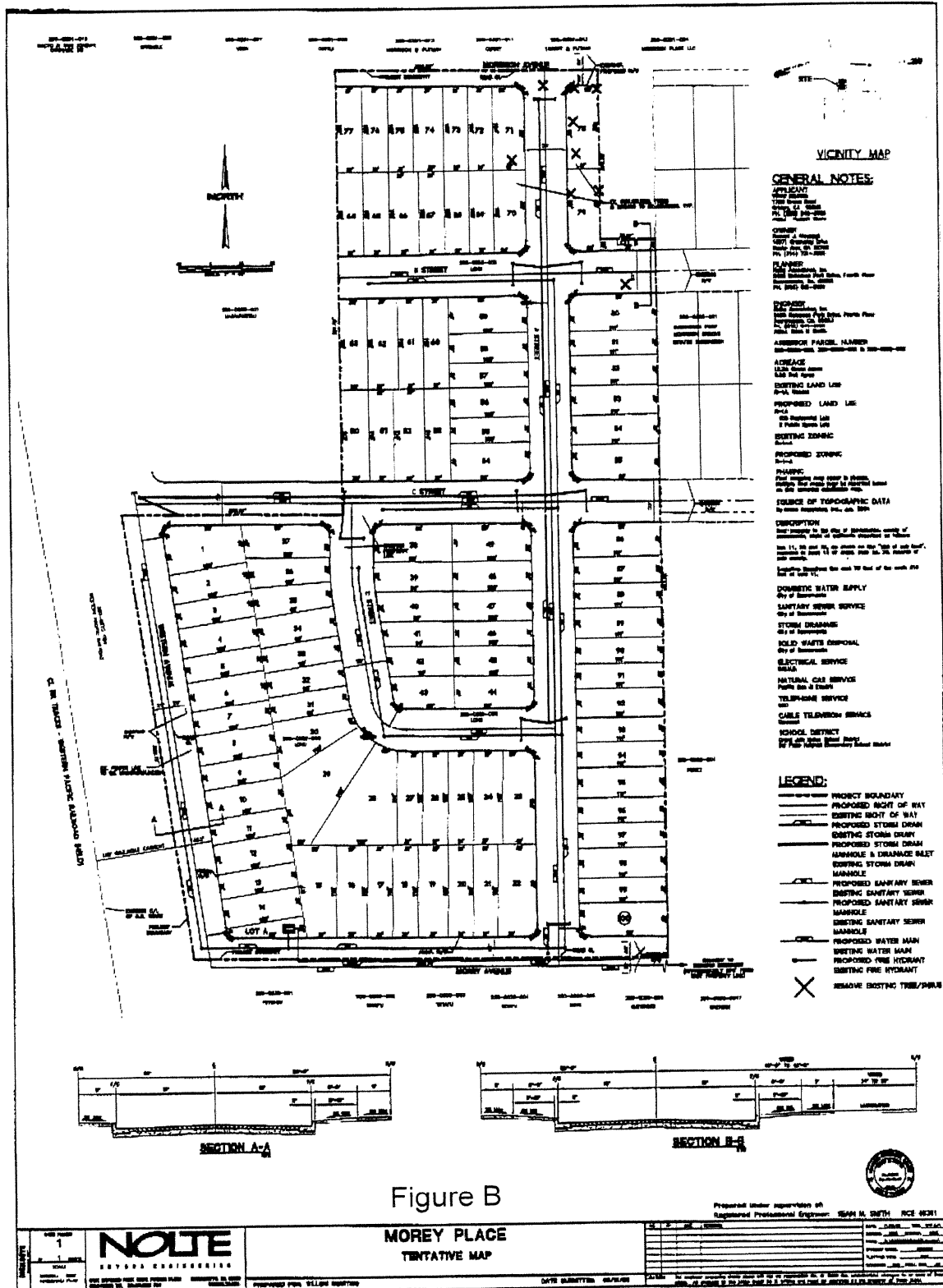


Figure B