City of
SACRAMENTO
Community Development

ADDENDUM TO AN ADOPTED MITIGATED NEGATIVE DECLARATION

The City of Sacramento, California, a municipal corporation, does hereby prepare, make declare, and publish the Addendum to an adopted Mitigated Negative Declaration for the following described project:

Natomas Meadows East (P17-047) - The proposed project, Natomas Meadows East, is a request to make changes to a previously-approved project by redesigning Parcel 8 in the Pardee at Natomas/Natomas Place Planned Unit Development (PUD) as a 94-unit residential community consistent with the existing approved PUD Guidelines and Development Agreement for Natomas Place PUD (P05-129). The proposed site plan would stay within the development footprint of a previously-approved condominium project (P08-047) on an 8.2-acre lot, with the total unit count decreasing from 120 to 94 single-family units. Detached alley loaded units would be located along the perimeter of the site and small-lot single family detached homes would be located on the interior. The modified site plan would maintain the existing approved curb cut locations along Scarlet Ash Avenue and Breezy Meadow Drive with revised vehicular and pedestrian circulation patterns to accommodate the new residential product type. The proposed project would require a Tentative Subdivision Map, Tentative Map Design Deviations, and Site Plan and Design Review for the construction of the residential community.

The City of Sacramento, Community Development Department, has reviewed the proposed changes to the Natomas Place PUD and on the basis of the whole record before it, has determined that there is substantial evidence to support the determination that the attached original Mitigated Negative Declaration (MND) remains relevant in considering the environmental impacts of the project changes and that there is no substantial evidence to support a fair argument that the changes to the project, as identified in the attached addendum, may have a significant effect on the environment beyond that which was evaluated in the attached Mitigated Negative Declaration (MND). A Subsequent Environmental Impact Report (EIR) or MND is not required pursuant to the California Environmental Quality Act of 1970 (Sections 21000, et. Seq., Public Resources Code of the State of California).

This Addendum to an adopted MND has been prepared pursuant to Title 14, Section 15164 of the California Code of Regulations; 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, Community Development Department, Environmental Planning Services, 300 Richards Boulevard, Sacramento, California 95811.

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

Date: 11/21/2017

By: _____

Natomas Meadows East (P17-047)
Addendum to Mitigated Negative Declaration

File Number/Project Name: Natomas Meadows East (P17-047)

Project Location: The 144-acre Pardee at Natomas/Natomas Place Planned Unit Development (from hereon referred to as "Natomas Place PUD") is located in the North Natomas Community Plan area of the City of Sacramento at the southeast corner of Del Paso Road and Gateway Park Boulevard (APN 225-0060025, -026 and -027).

The lot within the PUD to be analyzed in this Addendum is identified as Parcel 8 and has a total lot size of 8.2 acres. Parcel 8 is located in the northeastern portion of the PUD and is generally bounded by Scarlet Ash Avenue to the north, Blackrock Drive to the east, Breezy Meadow Drive to the south, and Juneberry Drive to the west (Attachment 1- Site Plan).

Existing Plan Designations and Zoning: General Plan Designations – Medium Density Residential; Zoning – R-2B PUD.

Project Background: The original Mitigated Negative Declaration (MND) for the Natomas Place PUD (P05-129), adopted by City Council in July 2006 (Attachment 2 – Natomas Place PUD MND, Attachment 3 – Resolution and MMP), evaluated the entitlements to amend the General Plan and North Natomas Community Plan; amend the zoning ordinance; establish a PUD with related development guidelines and schematic plans; approve a tentative master parcel map and tentative subdivision map, and approve a special permit and inclusionary housing plan. The tentative subdivision map subdivides 144 acres into 640 single family lots, one multifamily lot for condominiums, one park lot, one employment center lot and one detention basin lot.

The Natomas Market Rate Condominiums project (P08-047), approved by Planning Commission on August 14, 2008, was a project specific analysis of what was previously approved by the Natomas Place PUD in 2006. The P08-047 established the 120 market rate condominiums on 8.2 acres within the Natomas Place PUD. The P08-047 consisted of 4 walkup buildings, constructed as 3-story buildings, with 30 units each, for a total of 120 units. It featured community amenities on site (e.g., basketball courts, recreation building, tot lot and pool). An Addendum to the Natomas Place PUD 2006 MND (Attachment 4 – P08-047 Addendum) was prepared to evaluate the technical changes that were more project specific to the site as a result of the Natomas Place PUD.

Project Description: The proposed project is a request to change the original project, Natomas Place PUD (P05-129) and the subsequent Natomas Place Market Rate Condominiums (P08-047), by redesigning Parcel 8 in the Natomas Place PUD from a 120-multifamily unit community to a 94-unit residential community, consistent with the Natomas Place PUD. The proposed site plan would stay within the development footprint of the 8.2-acre lot. Detached alley loaded units would be located along the perimeter of the site and small-lot single family detached homes would be located on the interior. The proposed site plan would maintain the existing approved curb cut locations along Scarlet Ash Avenue and Breezy Meadow Drive; general internal circulation pattern and drive aisle paving details; and pedestrian circulation patterns through the site will be facilitated by a private street system and a series of paseos that link residences in a north-south configuration, allowing easy access to the park site across North Breezy Meadow Drive.

The proposed project would reduce building heights from three-story stacked condominiums to two-story detached single-family units. Onsite parking spaces total 212 parking spaces (188 garage

parking spaces, 24 interior surface parking spaces). Spacing for street parking would allow for 46 additional spaces along the streets surrounding the site, though no markers are striped on any typical residential street in the city. Thus, there would be a total of 258 onsite and street parking spaces available. The community amenities would be removed due to the site's proximity to large community park in the center of the Natomas Place PUD. A comparison of the previously approved and modified site plan for Parcel 8 is provided in Table 1.

Table 1 Approved and Modified Site Plan Comparison

	Natomas Market Rate Condominium Site Plan (P08-047)	Natomas Meadows East Site Plan (P17-047)
Acres	8.2	8.2 (6.1 net acres)
Units	120	94
Density (dwelling units per acre)	14.6	15.4
Building Square Footage (SF)	1,443 to 1,627 SF	1,600 to 2,047 SF
Housing Product Type	Stacked-flat Condominiums	Single-family Detached
Building Height	30 feet (three stories)	Up to 30 feet (two stories)
Parking Spaces	240 surface parking spaces	212 spaces (188 garage spaces, 24 interior surface spaces)plus space for 46 residential street parking spaces for a total of 258 available onsite and street parking spaces
Open Space/Amenities	2,864 SF recreation building, tot lot, picnic patio, basketball court, and pool	Private yards, and a series of paseos

The proposed project would require approval of a Tentative Subdivision Map, Tentative Map Design Deviations, and Site Plan and Design Review for the construction of the residential community.

CEQA Analysis

In the case of a project proposal requiring discretionary approval by the City concerning changes to a project for which the City has previously adopted a Mitigated Negative Declaration (MND) for the overall project, as here, the City must determine whether, in light of the proposed changes to the project, the environmental analysis in the original MND for the Natomas Place PUD project remains relevant because it retains some informational value and, if so, whether a subsequent EIR or MND is required, which would be the case if substantial evidence supports a fair argument that the changes to the project may result in a significant environmental impact that was not previously considered when the project was originally approved. As described above, the proposed changes to the project will remain within the same original footprint and will retain many of the original features, rendering the previously adopted MND highly relevant to the environmental analysis of the changes to the project now proposed.

Under CEQA Guidelines Section 15164, an addendum to a MND may be prepared if only minor technical changes are required or if none of the conditions identified in Guideline Section 15162 are present. In the absence of substantial evidence to support a fair argument that the project changes may result in significant environmental impacts not previously studied, an addendum to the MND is appropriate. The following review proceeds with the requirements of CEQA Guidelines Section 15162 in mind. Section 15162 is discussed in detail below. The following discussion concludes that the conditions set forth in Section 15162 are not present, and that an addendum may be prepared for the project pursuant to CEQA Guidelines Section 15164.

The discussion in this Addendum confirms that the proposed project changes have been evaluated for significant impacts pursuant to CEQA. The discussion is meaningfully different than a determination that the project is "exempt" from CEQA review, which is not the case. Rather, the determination here is that the proposed project's impacts have been considered in an MND (i.e., the Natomas Place PUD (P05-129) MND) that was previously reviewed and approved by the City Council and that the MND provides a sufficient and adequate analysis of the environmental impacts of the proposed project. Thus, an addendum is the appropriate environmental document.

Discussion

The following identifies the standards set forth in Section 15162 as they relate to the project.

1. **No substantial changes are proposed in the project which would require major revisions of the previous MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.**

2. **No substantial changes have occurred with respect to circumstances under which the project is undertaken that would require major revisions of the previous MND due to the involvement of new significant environmental effect or a substantial increase in the severity of previously identified significant effects.**

3. **No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous MND was certified as complete or adopted, shows any of the following:**

    a) **The project will have one or more significant effects not discussed in the previous MND;**

    b) **Significant effects previously examined will be substantially more severe than shown in the previous MND;**

    c) **Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative, or;**

    d) **Mitigation measures or alternatives which are considerably different from those analyzed in the previous MND would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.**

Section 15162 provides that the lead agency's role in project approval is completed upon certification of the EIR or Negative Declaration (in this case, a Mitigated Negative Declaration) and approval of the project, unless further discretionary action is required. However, when, as here, changes to the project are proposed, the question to be answered is whether there is a fair argument that the changes to the project may result in significant environmental impacts not previously analyzed. If not, an addendum may be used and no further supplemental EIR or MND is necessary.

Land Use, Agricultural, Energy

The proposed project would redesign the site plan for Parcel 8 within the Natomas Place PUD but would be within the same development footprint as what was previously approved. Redesigning the condominium buildings into a single-family detached community would be consistent with the vested Medium Density Residential General Plan designation, as well as the City of Sacramento's 2035 General Plan designation (Suburban Neighborhood High) and zoning (Natomas Place PUD) for the site. Additionally, similar to the P08-047 Project, Parcel 8 is still vacant and undeveloped. Therefore, no housing or residents would be displaced by development of the proposed project. Overall, the proposed project would not include any substantial new information, changes or impacts that would require major revisions to the previous 2006 MND.

The site does not contain soils designated as Important Farmland (i.e., Prime Farmland, Unique Farmland or Farmland of Statewide Importance) and is not bound by any Williamson Act contracts.[1,2] Additionally, similar to the P08-047 Project, no existing or zoned agricultural uses would be redeveloped or rezoned to non-agricultural use. Thus, no impacts would occur to agricultural resources.

Since the original MND was adopted in 2006, the City has adopted the 2035 General Plan, which incorporates the City's 2012 Climate Action Plan (CAP). The CAP identifies methods of achieving greenhouse gas (GHG) reduction targets, strategies and specific actions, which include those related to energy efficiency. The proposed project would be consistent with these policies, including Policy LU 2.6.4 (promoting sustainable building practice); Policy LU 2.6.6 (increasing energy efficiency through higher density development); and Policy LU 6.1.16 (encouraging builders to install Energy STAR appliance and HVAC systems in all new residential development).

The proposed project would also be required to comply with the following state regulations related to energy efficiency.

- **California Code of Regulations (CCR), Title 20, Parts 1600–1608 (Appliance Efficiency Regulations).** Contains energy performance, energy design, water performance, and water design standards for appliances (including refrigerators, ice makers, vending machines, freezers, water heaters, fans, boilers, washing machines, dryers, air conditioners, pool equipment, and plumbing fittings) that are sold or offered for sale in California. These standards are updated regularly to allow consideration of new energy efficiency technologies and methods.

- **CCR, Title 24, Part 6 (Building Energy Efficiency Standards).** Established in 1978 in response to a legislative mandate to reduce California's energy consumption. The California Energy Commission (CEC) adopted the 2008 changes to the Building Energy Efficiency Standards in order to (1) "Provide California with an adequate, reasonably-priced, and environmentally-sound supply of energy" and (2) "Respond to Assembly Bill 32, the Global Warming Solutions Act of 2006, which mandates that California must reduce its greenhouse gas emissions to 1990 levels by 2020."

  Most recently, the CEC adopted the 2016 Building and Energy Efficiency Standards. The 2016 standards improve upon the 2013 standards for new construction of and additions and

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[1] California Department of Conservation. 2017. *California Important Farmland Finder.* http://maps.conservation.ca.gov/ciff/ciff.html.

[2] California Department of Conservation. 2015. *Sacramento County Williamson Act FY 2015/2016.* ftp://ftp.consrv.ca.gov/pub/dlrp/wa/Sacramento_15_16_WA.pdf.

alterations to residential and nonresidential buildings. Under the 2016 standards, residential buildings are 28 percent more energy efficient than the 2013 standards, and nonresidential buildings are 5 percent more energy efficient than the 2013 standards (CEC 2016b).

- **CCR, Title 24, Part 11 (California Green Building Standards Code).** The 2013 California Green Building Standards Code (CalGreen Code) includes mandatory and voluntary residential and nonresidential measures related to planning and design, energy efficiency, water efficiency and water conservation, material conservation and resource efficiency and environmental quality.

Compliance with the aforementioned local and state energy regulations would ensure the proposed project would not result in the inefficient, wasteful, or unnecessary consumption of energy. Impacts would be less than significant.

Aesthetics

The proposed project would develop the lot with 94 two-story single-family detached units. Compared to the previously analyzed three-story condominium stacked flats, the proposed project's product types would have varying building heights ranging from 25 to 30 feet (from floor to highest roof point), which would provide more rooftop and elevation variations. Additionally, the proposed residences along the perimeter roadways (i.e., Scarlet Ash Avenue, Juneberry Drive, Breezy Meadows Drive and Blackrock Drive) would be designed as detached alley loaded units, with front porch entryways creating a more pedestrian friendly environment. Shade trees and landscaping would be provided throughout the project, including the paseos. Additionally, new sources of light and glare under the proposed project would be similar to the Approve Project and would include lighting for landscaping, building and security, indoor lights and lights generated by vehicular traffic. Overall, the proposed project would be designed to be consistent with the vested Medium Density Residential General Plan designation, as well as the 2035 General Plan, R-2B zoning, and the Natomas Place PUD Guidelines. Thus, aesthetic impacts of the proposed project would be similar or reduced compared to that of the Approve Project, and therefore would be less than significant.

Air Quality and Greenhouse Gas Emissions

The 2006 MND identified air quality impacts that could be reduced by implementing Mitigation Measures Air Quality (AQ)-1 through -10. Mitigation Measure AQ-1 requires preparation of a plan that demonstrates heavy-duty (>50 horsepower) off-road vehicles will achieve a project-wide fleet average of 20 percent nitrous oxide (NO_x) reduction and 45 percent particulate matter reduction compared to the most recent California Air Resources Board fleet average at the time of construction. Mitigation Measure AQ-2 requires that emissions from all off-road diesel powered equipment do not exceed 40 percent opacity for more than three minutes in any one hour; Mitigation Measure AQ-3 requires all construction equipment to use the best available technology (BAT) to minimize emissions to the maximum extent possible; Mitigation Measure AQ-4 requires coordination with the Sacramento Metropolitan Air Quality Management District (SMAQMD) for payment of fees towards the Heavy-Duty Low-Emission Vehicle Program; Mitigation Measures AQ-5 through AQ-8 require implementation of fugitive dust reduction measures; Mitigation Measure AQ-9 requires the developer to coordinate with the SMAQMD and the City in developing an Air Quality Mitigation Plan to reduce area source and operational NO_x emissions by 20 percent; and Mitigation Measure AQ-10 requires coordination with the SMAQMD for payment of fees into the Heavy-Duty Low-Emission Vehicle Program.

Development of the proposed single-family community would reduce buildout potential by 26 dwelling units and is thus within the previously analyzed scope of the P08-047 Project. The proposed project's construction schedule and equipment would not result in an increase in the maximum daily construction emissions identified in the adopted 2006 MND. Mitigation Measures AQ-1 through AQ-10 would still apply to the proposed project to reduce construction and operational emissions. The proposed project would not place sensitive receptors in close proximity to major sources of air pollutants. Overall, air quality impacts would remain less than significant with implementation of the above mitigation measures.

GHG emissions were not analyzed in the 2006 MND because it was prepared prior to the adoption of Assembly Bill 32 (AB 32) and Senate Bill 97 (SB 97) amendments to the CEQA Guidelines (adopted December 30, 2009, effective March 18, 2010). Since the 2006 MND was adopted, the City has taken numerous actions towards promoting sustainability within the City, including efforts aimed at reducing GHG emissions. As previously stated, the City adopted the City of Sacramento CAP in February 2012, which identified how the City and the broader community could reduce Sacramento's GHG emissions and included reduction targets, strategies, and specific actions. The City has also since adopted the 2035 General Plan Update, which incorporates measures and actions from the CAP into the 2035 General Plan. As analyzed in the "Energy" section, the proposed project would comply with the General Plan CAP policies related to GHG reduction and energy efficiency.

The proposed project would modify the approved site plan by reducing the number of units from 120 to 94 units. New land use or zoning designations are not proposed as part of the project and the overall area of disturbance anticipated for buildout of Parcel 8 would not be modified. The reduction in units would nominally reduce the population at the site and associated wastewater and solid waste generation, and demand for energy and water supplies. While vehicle trips would increase slightly, as detailed in the traffic analysis, below, the increases would not result in significant environmental impacts not previously studied in the 2006 MND. Primary GHG emission sources are area sources, such as landscaping fuel use, architectural coatings, consumer products (e.g., cleaning products, aerosols), vehicle trips, energy consumption, water conveyance and treatment, wastewater treatment, and solid waste disposal. Since development of the modified site plan would be similar to the approved site plan, with the exception of 26 fewer dwelling units, GHG emission impacts would also be similar. Buildout of both the approved and modified site plans would be required to comply with all applicable GHG regulations, including the City's General Plan CAP policies, CalGreen Code, and California Building Energy Efficiency Standards Code. The proposed project would not result in any new or increased impacts related to GHG emissions.

Overall, air quality and GHG emission impacts would be reduced compared to that of the approved site plan and would remain less than significant with implementation of the air quality mitigation measures.

Biological Resources

As part of the 2006 MND, a special status species assessment was conducted to determine if the project would adversely impact any sensitive species. Mitigation Measures Biological Resources (BIO)-1 through -7 would ensure pre-construction focused surveys for elderberry plants and surveys for potential special status species (e.g., giant garter snake, Swainson's hawk, and burrowing owl) are conducted in accordance with U.S. Fish and Wildlife Services requirements. Additionally, Mitigation Measures BIO-2 requires project compliance with all Natomas Basin Habitat Conservation Plan (NBHCP) standards.

The development footprint for the Parcel 8 lot under the approved and proposed site plan is the same. Therefore, the redesign of the site into a single-family community rather than stacked condominium flats would have no new substantial impacts to sensitive species, natural communities, or federally protected wetlands. Overall, impacts of the proposed project on biological resources would be less than significant with implementation of the mitigation measures.

Cultural Resources

An archaeological survey of the site was conducted as part of the 2006 MND. The survey and analysis concluded that no historic, archaeological or paleontological resources were found onsite; however, construction activities may result in the discovery of such resources. Thus, implementation of Mitigation Measures Cultural (CUL)-1 through -3 would reduce such impacts to less-than-significant levels by requiring an archaeological monitor, consultation with Native American representatives if Native American resources are found, and coordination with the County Coroner and Native American Heritage Commission if human remains are found.

The parcel was mass graded and disturbed in 2006. Therefore, no new substantial impact on historic, archaeological or paleontological resources would occur. Implementation of Mitigation Measures CUL-1 through CUL-3 would ensure impacts remain less than significant.

Tribal cultural resources were not previously analyzed in the 2006 MND. Under the California Public Resources Code Sections 21073 et seq., the Native American Historic Resource Protection Act (Assembly Bill 52 [AB 52]) took effect July 1, 2015, and incorporates tribal consultation and analysis of impacts to tribal cultural resources into the CEQA process. It requires tribal cultural resources to be analyzed like any other CEQA topic and establishes a consultation process for lead agencies and California tribes. Projects that require a Notice of Preparation of an EIR or Notice of Intent to adopt a Negative Declaration or Mitigated Negative Declaration on or after July 1, 2015, are subject to AB 52. Since this CEQA document is an Addendum, AB 52 does not apply to the proposed project. The entire Natomas Place PUD site, including Parcel 8, has been previously graded and disturbed, thus decreasing the likelihood of unanticipated discoveries of cultural resources. The modified site plan would not introduce any new significant impacts to cultural resources.

Geology and Soils

According to the 2006 MND, project impacts related to geologic hazards, including seismic hazards, erosion, unstable soil conditions, subsidence or unique geologic features would be less than significant. Residential and nonresidential buildings developed in accordance with the Natomas Place PUD would be required to comply with California Building Code standards to minimize hazards from seismic groundshaking. The site is not located in an Alquist-Priolo fault zone or active fault line. Further, the City requires an Erosion and Sediment Control Plan to reduce erosion and retain sediment on the project site. The proposed project would not require groundwater pumping, and thus subsidence from dewatering would not occur.

The development footprints of the modified and approved site plan for Parcel 8 are the same. Therefore, the geologic and soil conditions would be similar and development of the modified site plan would not introduce any new hazards related to seismic groundshaking, erosion, unstable soils, subsidence or unique geologic features. Impacts would be less than significant.

Hazards

The 2006 MND concluded that the P08-047 Project would not risk accidental release of hazardous materials, interfere with an emergency evacuation plan, create potential health hazards, expose people to existing health hazard sources, or increase fire hazard in areas with brush, grass or trees.

The modified site plan does not propose any additional development beyond what was analyzed in the 2006 MND. Therefore, it would not introduce any new significant hazards to the public or environment and would not interfere with any emergency evacuation plans or increase fire hazard near the site. The site also does not have any contaminated soils or contaminated groundwater that would be impacted by development of either the approved or modified site plans. Additionally, since the site is vacant and no structures exist onsite, no hazardous impacts from asbestos-containing materials would occur. Overall, the modified site plan would have less-than-significant impacts related to hazards and hazardous materials.

Hydrology and Water Quality

The 2006 MND did not identify any potentially significant hydrology and water quality impacts. The proposed project would comply with City standards for private storm drainage systems and includes the construction of a stormwater detention basin and pump station in the southeast corner of the PUD site. The project site is within the Federal Emergency Management Agency (FEMA)-designated Flood Zone A99, which is defined as an area to be protected from 100-year floods by a Federal flood protection system under construction with no base flood elevations determined.[3] The proposed project would construct building pads a minimum of 1.2 feet above the 100-year flood level and finished floors would be constructed at least 1.5 feet above the flood levels, and thus would not expose future structures or residents to flood hazards. Additionally, the proposed project is required to prepare and implement a Stormwater Pollution Prevention Plan and associated best management practices in accordance with the National Pollutant Discharge Elimination System program that would reduce project impacts on water quality to less than significant levels. The proposed project would also be required to comply with the City's Grading, Erosion and Sediment Control Ordinance.

The modified site plan does not propose any additional development beyond what was analyzed in the 2006 MND. Therefore, it would not introduce new sources of pollutants from construction or operation that would violate water quality standards or waste discharge requirements per the State Water Resources Control Board. Additionally, the modified site plan is within the same development footprint as the approved site plan for Parcel 8 and would be similarly developed with building pads and finished floors at least 1.2 and 1.5 feet above the 100-year flood levels, respectively, ensuring impacts from flood hazards are less than significant. Overall, impacts related to hydrology and water quality would be less than significant.

Mineral Resources

The 2006 MND did not analyze project impacts on mineral resources. The California Geological Survey (CGS) classifies the regional significance of mineral resources in accordance with the California Surface Mining and Reclamation Act of 1975. Lands designated MRZ-2 are of the greatest importance. Such areas are underlain by demonstrated mineral resources or are located where geologic data indicate that significant measured or indicated resources are present. MRZ-2

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[3] Federal Emergency Management Agency. 2015, June 16. *National Flood Insurance Program Flood Insurance Rate Map, Sacramento County, California and Unincorporated Areas, Panel 63 or 705, Map Number 06067C0063J.*

areas are "regionally significant." According to the CGS' "Mineral Land Classification Map of PCC-Grade Aggregate Resources in Sacramento County," the entire Natomas Place PUD site is outside of MRZ-2 areas determined to be regionally significant.[4] Thus, no impact to mineral resources would occur.

The project , no impact would occur to any known mineral resources or locally important mineral resource recovery sites.

Noise

The 2006 MND determined that construction and operational noise impacts would be less than significant with implementation of several mitigation measures. Noise (N)-1 and N-2 are related to construction within the employment center lot and require a noise analysis to determine whether noise reduction requirements or noise insulation is required for interior spaces. N-3 requires construction of noise barriers for planned residences adjacent to Del Paso Road and Gateway Park Boulevard and N-5 requires all window openings on the west, north and east facades in residential units located along Del Paso Road to be construction with windows rated STC 30 or better.

The proposed site plan for Parcel 8 would not substantially change project-generated traffic flows, associated noise levels, or stationary noise sources. Mitigation Measures N-1, N-2, N-3 and N-5 do not apply to Parcel 8; however, Mitigation Measure N-4 would still be applicable to the modified site plan and would ensure all units are adequately equipped with air conditioning to cool units in summer conditions with doors and windows closed. The reduction in residential units is nominal and would not notably change construction noise and groundborne vibration impacts either. Overall, noise and vibration impacts would be less than significant upon implementation of mitigation measures.

Population and Housing

The 2006 MND concluded that development of the project would not require the extension of major urban infrastructure to the project site nor open new areas to development that previously were not planned for development. The site is also vacant and thus, the proposed project would not displace any existing housing. Impacts to population and housing were determined to be less than significant.

The proposed site plan for Parcel 8 would not introduce any new substantial project changes. The proposed project would only change development from a condominium community into a single-family community with 26 fewer residential units. This would introduce fewer homes and residents and reduce the project's population and housing impact. Overall, impacts would be less than significant.

Public Services

The City of Sacramento Fire and Police Departments provide fire and police protection to the project site and the site is located in the Natomas Unified School District (NUSD) and Sacramento Public Library service boundaries. The 2006 MND determined that impacts to these public services would be less than significant.

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[4] California Department of Conservation. 1999. *Mineral Land Classification Map of PCC-Grade Aggregate Resources in Sacramento County*. ftp://ftp.consrv.ca.gov/pub/dmg/pubs/ofr/OFR_99-09/OFR_99-09_Plate3.pdf.

The proposed site plan would reduce development by 26 residential units. This would decrease future residents' demands for fire and police services. The reduction in residential units would also decrease the number of residents living onsite, thus reducing demand for school and library services as well. Impacts to public services under the proposed project would be reduced and would be less than significant.

Recreation

Under the previously-approved site plan, Parcel 8 included recreational amenities in the center of the site consisting of a recreation building, basketball courts, pool, and tot lot. The proposed site plan would eliminate these community recreational amenities, but would provide a series of paseos and private yards for each single-family residence. Future residents of the community would still be able to enjoy the large 11.4-acre park at the center of the PUD. Only the 11.4-acre park site was identified and analyzed in the 2006 MND as the recreational component of the P08-047 Project. The open space amenities on Parcel 8 were not identified in the 2006 MND, therefore, eliminating the amenities on Parcel 8 under the proposed project would not adversely impact parks and recreational facilities. Overall, impacts would be less than significant.

Transportation and Circulation

The 2006 MND included a traffic study to analyze project impacts on existing traffic and circulation conditions. The traffic analysis concluded that buildout of the Natomas Place PUD project would generate 10,552 daily trips with 1,280 trips during AM peak hours and 1,200 during PM peak hours. The project would adversely impact the level of service (LOS) at the Del Paso Road/Interstate 5 (I-5) southbound and northbound ramps; therefore, Mitigation Measures Traffic (T)-1 and T-2 require fair share payment to fund the installation of traffic signals at the Del Paso Road/I-5 southbound and northbound ramps. The project would impact the LOS at Del Paso Road/Truxel Road/Natomas Boulevard and Terracina Drive/Gateway Park Boulevard. Implementation of Mitigation Measures T-3 and T-4 would reduce these impacts to less than significant levels. The project would not result in design feature safety hazards, inadequate emergency access, insufficient parking, pedestrians or bicyclists hazards, conflict with adopted alternative transportation policies, or cause rail, waterborne or air traffic impacts.

Compared to the previously-approved site plan, the proposed site plan for Parcel 8 would reduce development potential by 26 residential units and convert the housing product types from condominiums to single-family detached homes. According to the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th edition, weekday trip generation rates for condominiums (ITE Code 230) is 5.81 trips per dwelling unit and for single-family detached homes (ITE Code 210) is 9.52 trips per dwelling units. Table 2 presents the trip generation for the Natomas Place PUD, for the Approved Site Plan, and for the Modified Site Plan.

Table 2 Project Trip Generation

	Trip Generation		
Buildout	**Daily**	**AM Peak Hour**	**PM Peak Hour**
Natomas Place PUD[1]	10,552	1,280	1,200
Approved Site Plan[2]	697	53	63
Modified Site Plan[2]	895	71	94
Net Change	**+198**	**+18**	**+31**

[1] Trip generation based on the 2006 MND.
[2] Trip generation rates per the ITE Trip Generation Manual 9th Edition.

According to trip generation presented in Table 2, the modified site plan would increase weekday trips by 198 daily trips (18 trips in the AM peak hour and 31 trips in the PM peak hour) compared to the P08-047 Project. The increase in trips from the modified site plan would represent less than 2 percent of the total trips generated by the Natomas Place PUD, which is nominal. Additionally, Mitigation Measures T-1 through T-4 would require fair share payment to fund the installation of traffic signals and modifications to existing traffic signals at four intersections. With implementation of Mitigation Measures T-1 through T-4, these impacts would be reduced to less-than-significant levels.

The proposed site plan would also provide for a total number of 212 onsite parking spaces. Space for approximately 46 additional street parking spaces is also provided along the public street frontage of the project for a total of 258 available onsite and street parking spaces. This would not result in substantial changes in the internal circulation and use of project access driveways. The proposed site plan would maintain the existing approved curb cut locations along Scarlet Ash Avenue and Breezy Meadow Drive, the general internal circulation pattern and drive aisle paving details, and existing pedestrian circulation patterns throughout the site. Since no additional development is being proposed, average daily trips and roadway and intersection levels of service would not change. In summary, the proposed project would not result in new substantial changes in traffic compared to the P08-047 Project. Impacts would be less than significant with implementation of the aforementioned mitigation measures.

Utilities and Service Systems

The 2006 MND concluded that project impacts to communication systems, local and regional water supplies, water treatment and distribution facilities, sewers, stormwater drains, and solid waste would be less than significant.

Since no additional development beyond what was analyzed in the 2006 MND is proposed, the proposed project would have no substantial impact on utilities and service systems. Instead, the proposed project would reduce residential development by 26 units, which would also reduce impacts related to communication systems, water supplies, water treatment and distribution, sewer, storm drains and solid waste disposal. Impacts would be less than significant.

Conclusion

As established in the discussions above regarding the potential effects of the proposed project, substantial changes are not proposed to the project, nor have any substantial changes occurred that would require major revisions to the 2006 MND as amended. Substantial evidence supports use of the MND and the subsequent review provisions of CEQA Guidelines Section 15162. There is no substantial evidence of a fair argument that major revisions are required to the 2006 MND.

Overall, the proposed modifications to the project would not result in any new information of substantial importance that would have new, more severe impacts, new mitigation measures, or new or revised alternatives from what was identified for the original project in the 2006 MND. Therefore, the Community Development Department concludes that the analyses conducted, and the conclusions reached in the MND adopted in 2006, remain relevant and valid and an Addendum is the appropriate document. The proposed project would not result in any conditions identified in CEQA Guidelines Section 15162, and neither a subsequent EIR or MND is required for the proposed project modifications. The proposed project would be subject to all applicable previously required mitigation measures from the 2006 MND.

Attachments:

Attachment 1- Site Plan

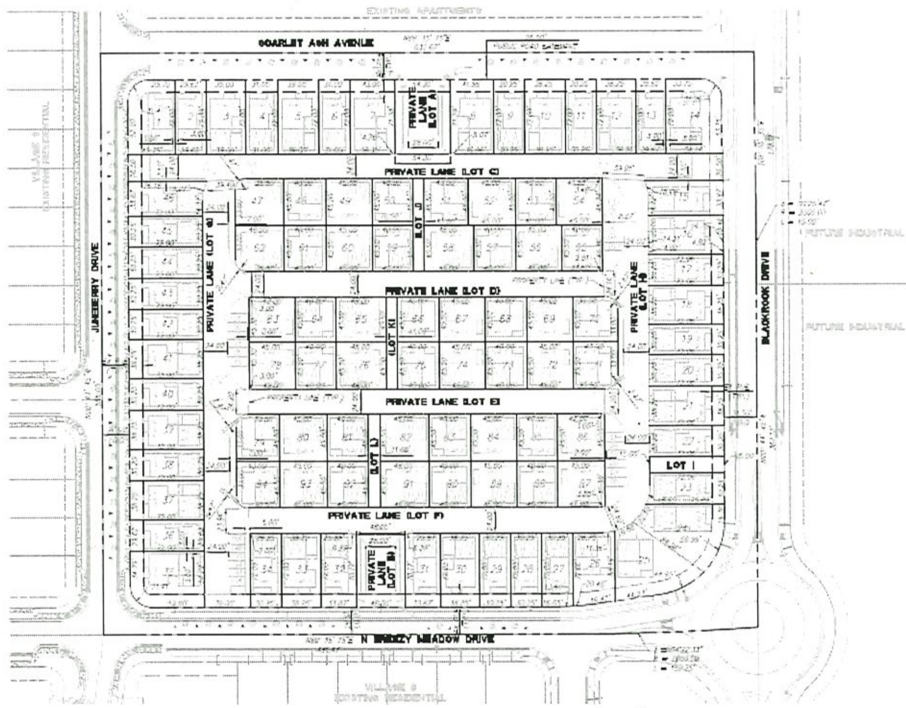
Attachment 2 – Natomas Place PUD MND

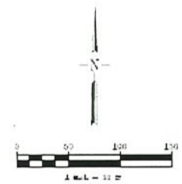
Attachment 3 – Resolution and MMP

Attachment 4 – P08-047 Addendum

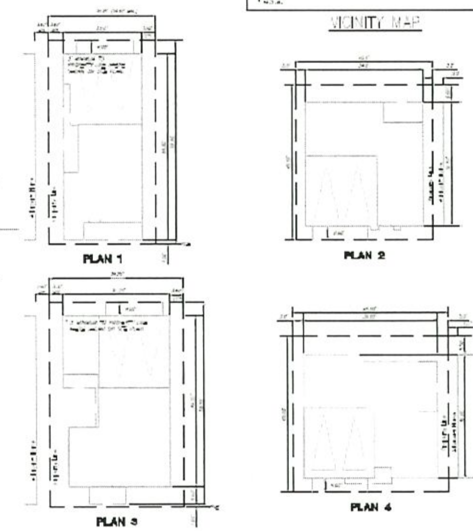
Attachment 1- Site Plan

TENTATIVE SUBDIVISION MAP/
NATOMAS PLACE
CITY OF SACRAMENTO, CALIFORNIA





VICINITY MAP



PROJECT NOTES

ASSESSOR'S PARCEL NO.
225-0050-078

OWNER/APPLICANT/DEVELOPER
TRI POINTE HOMES, INC.
2010 CROW CANYON PLACE STE. 380
SAN RAMON, CA 94583
PHONE (925) 804-2220

PLANNER/ENGINEER
RUGGERI-JENSEN-AZAR
2541 WARREN DR, SUITE 100
ROCKLIN, CA 95677
PHONE (916) 630-8900

AREA
8.2± AC (GROSS)
6.1± AC (NET – INSIDE PUE)

NUMBER OF LOTS
94 RESIDENTIAL
9 HOA LOTS (A–I)

EXISTING USE
VACANT

PROPOSED USE
SINGLE FAMILY RESIDENTIAL

EXISTING ZONING
R2B-PUD

PROPOSED ZONING
R2B-PUD

PARK DISTRICT
CITY OF SACRAMENTO

FIRE PROTECTION
CITY OF SACRAMENTO

SCHOOL DISTRICT
NATOMAS UNIFIED SCHOOL DISTRICT

SEWER
SACRAMENTO AREA SEWER DISTRICT (SASD)

STORM DRAIN
CITY OF SACRAMENTO

WATER
CITY OF SACRAMENTO

ELECTRICITY
SMUD

GAS
PG&E

NOTES
1. MULTIPLE FINALS MAPS MAY BE RECORDED.

PRODUCT SUMMARY

PLAN	UNIT
PLAN 1	28
PLAN 2	28
PLAN 3	[illegible]
PLAN 4	24
	TOTAL 94

PARKING SUMMARY

ONSITE PARKING	SPACES
GARAGE PARKING (2 SPACE/D.U.)	188
STANDARD PARKING SPACES (8.5'x18')	14
COMPACT PARKING SPACES (8'x16')	10
PERIMETER PARKING SPACES (8'x22')	46
	TOTAL 258

DETAIL
28' PRIVATE LANE (LOTS A-B)
N.T.S.

DETAIL
24' PRIVATE LANE (LOTS C-F)
N.T.S.

DETAIL
24' PRIVATE LANE[1] (LOT G)
N.T.S. [1]PARKING STALLS WHERE SHOWN

DETAIL
24' PRIVATE LANE[1] (LOT H)
N.T.S. [1]PARKING STALLS WHERE SHOWN

PREPARED UNDER THE DIRECTION OF

JOHN S. ... RUGGERI-JENSEN-AZAR R.C.E. 46914 EXPIRES ...

RJA
RUGGERI-JENSEN-AZAR
ENGINEERS • PLANNERS • SURVEYORS

JOB NO. 175007

Attachment 2 – Natomas Place PUD MND

DEVELOPMENT SERVICES
DEPARTMENT

CITY OF SACRAMENTO
CALIFORNIA

North Permit Center
2101 Arena Blvd., 2nd Floor
SACRAMENTO, CA 9583

PLANNING DIVISION

PLANNING
916-808-5381
FAX 916-808-5328

MITIGATED NEGATIVE DECLARATION

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

The proposed project, **Pardee at Natomas (P05-129)** includes requests for amendments to the General Plan and the North Natomas Community Plan; zoning ordinance amendments; approval of a tentative subdivision map; establishment of a Planned Unit Development (PUD) with related development guidelines and schematic plan; and, PUD Special Permits for construction of residential units. The proposed tentative map subdivides 144 acres into 640 single family lots, one multi-family lot for condominiums, one park lot, one employment center lot and one detention basin lot.

The development proposed at this time includes construction of a maximum of 1000 single-family residential units, including 640 detached single-family dwelling units, 360 condominiums and townhouses, a detention basin for stormwater purposes, and the associated infrastructure and landscaping improvements. The parcels proposed for employment center and light industrial uses in the PUD are not proposed for development at this time.

The City of Sacramento, Planning and Building 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 judgement 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; 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 North Natomas Permit Center, 2101 Arena Boulevard, Second Floor, Sacramento, California 95834, between 7:30 AM and 3:30 PM (except holidays).

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

By: Ellie Buford

attachment

S:\Environmental\Users\LBuford\Pardee MND cover.dot

PARDEE AT NATOMAS (P05-129)
INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION

This Initial Study has been required and prepared by the Development Services Department, 2101 Arena Boulevard, Second Floor, 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.

ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into the following sections:

SECTION I - BACKGROUND: Page 3 - Provides summary background information about the project name, location, sponsor, and the date this Initial Study was completed.

SECTION II - PROJECT DESCRIPTION: Page 5 - Includes a detailed description of the Proposed Project.

SECTION III - ENVIRONMENTAL CHECKLIST AND DISCUSSION: Page 8 - 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," which identifies impacts that may have a significant effect on the environment, but for which the level of significance cannot be appropriately determined without further analysis in an Environmental Impact Report (EIR), 2) "Potentially Significant Impacts Unless Mitigated," which identifies impacts that could be mitigated to less than significant with implementation of mitigation measures, and 3) "Less Than Significant Impacts," which identifies impacts that would be less than significant and do not require the implementation of mitigation measures.

SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: Page 68 - Identifies which environmental factors were determined to have either a "Potentially Significant Impact" or "Potentially Significant Impact Unless Mitigated," as indicated in the Environmental Checklist.

SECTION V - DETERMINATION: Page 69 - Identifies the determination of whether impacts associated with development of the Proposed Project are significant, and what, if any, added environmental documentation may be required.

REFERENCES CITED AND AVAILABLE FOR REVIEW:

Environmental Noise Assessment, Bollard Acoustical Consultants, October 31, 2005

Draft Wetland Delineation, ECORP Consulting, September 13, 2005

Special-Status Species Assessment, ECORP Consulting, February 3, 2006

Biological Resources Report-Gately Property, Gibson & Skordal, February 2006

Phase I Environmental Site Assessment Report, Converse Consultants, January 18, 2005

Limited Phase II Environmental Site Assessment, Converse Consultants, January 25, 2005

An Archaeological Survey of the Del Paso Business Park (project site), Kenneth J. McIvers, October 1988

Correspondence, North Central Information Center, December 20, 2005

Traffic and Circulation Report, Fehr & Peers, 2006

The above materials and reports may be reviewed at the following location between the hours of 7:30 a.m. and 3:30 p.m. on weekdays:

Environmental Planning Services
North Permit Center
2101 Arena Boulevard, Second Floor
Sacramento, CA 95834

SECTION I - BACKGROUND

Project Name/File Number: Pardee at Natomas (P05-129)

Project Location: The project site is located in the City of Sacramento at the southeast corner of Del Paso Road and Gateway Park Boulevard. APNs 225-0060-025, 026 and 027

Project Applicant: Pardee Homes, David Ragland
(916) 526-2757

Project Planner: Arwen Wacht, Associate Planner
Development Services Department
City of Sacramento
915 I Street, 3rd Floor
Sacramento, CA 95814
(916) 808-1964

Environmental Planner: Ellie Buford, Principal Planner
2101 Arena Boulevard, Second Floor
Sacramento, CA 95834
(916) 808-5935

Date Initial Study Completed: March 24, 2006

INTRODUCTION

The following Initial Study/ Mitigated Negative Declaration has been prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Sections 1500 *et seq.*). The City of Sacramento is the Lead Agency for the preparation of this Mitigated Negative Declaration for Pardee at Natomas (P05-129).

The City has determined that a Mitigated Negative Declaration is the appropriate environmental document for the proposed project. This environmental review 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, with the application of appropriate mitigation measures. Therefore, a Mitigated Negative Declaration is the proposed environmental document for this project.

This analysis is incorporating by reference the general discussion portions of earlier environmental documents (CEQA Guidelines Section 15150(a)). These documents are available for public review at the City of Sacramento, Development Services Department, 915 I Street, 3rd Floor, Sacramento, CA 95814 during office hours 7:30 a.m. to 3:30 p.m.

- City of Sacramento General Plan Update DEIR (SGPU DEIR), 1987.

Section 15130 (d) of the CEQA Guidelines state that, "No further cumulative impacts analysis is required when a project is consistent with a general, specific, master or comparable programmatic plan where the lead agency determines that the regional or area-wide cumulative impacts of the proposed project have already been adequately addressed, as defined in 15152(f)(1), in a certified EIR for the plan."

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 sent at the earliest possible date, but no later than the 30-day review period ending April 27, 2006.

Please send written responses to:

Ellie Buford, Principal Planner
Development Services Department
City of Sacramento
2101 Arena Boulevard, Second Floor
Sacramento, CA 95834
Direct Line: (916) 808-7931
FAX (916) 566-3968
tbuford@cityofsacramento.org

SECTION II - PROJECT DESCRIPTION

PROJECT LOCATION

The project site is located in the City of Sacramento at the southeast corner of Del Paso Road and Gateway Park Boulevard. APNs 225-0060-025, 026 and 027 (Attachment 1).

PROJECT BACKGROUND

The project site is located in the North Natomas Community Plan and consists of three parcels. The City of Sacramento General Plan and North Natomas Community Plan each include land use designations for the project site (Attachment 2 and 3).

The existing General Plan and Community Plan designations contemplate employment center land uses along Del Paso Road, medium density residential in the middle of the project site, and low density residential in the southern portion. A school site of 10 acres and a park site of 8 acres are included in each plan.

Zoning for the site is MIP-PUD for each of the three parcels (Attachment 4). This zoning allows light manufacturing, warehousing and distribution land uses. The zoning designation was applied to the site prior to the adoption of the North Natomas Community Plan, and anticipated a planned unit development for the project site, which would have included development guidelines and a schematic plan. No such planned unit development was ever approved.

During project review, the applicant proposed a school site in the project area, based on expressions of interest received from the Natomas Unified School District. Two project scenarios were developed, one including a school site and the second proposing a combination of residential development and larger park for that portion of the project site. In the case of the transportation analysis, the scenario including the school generated more vehicle trips, and was used as the basis for the impact analysis.

As noted in the discussion of public services, the school district has, in the meantime, determined that it will not need the school site. The environmental analysis in the remaining sections of the analysis, therefore, utilizes the second scenario for environmental review.

PROJECT DESCRIPTION

The land uses proposed for the project site in the proposed project are shown in Attachment 5, Tentative Subdivision Map and include the following:

- Lot B at the northeast corner would be rezoned to EC-50 (8.4± acres). Employment Center uses are flexible office centers that may include office, retail, residential and light industrial uses.

- Lot C located on the eastern portion of the project site, d would be rezoned to M-1 (S) (14.3± acres). This is a light industrial zone. This zone permits most fabricating activities, with the exception of heavy manufacturing and the processing of raw materials. In addition, regulations are provided in the M-1(S) zone to provide more attractive and uncrowded developments.

- Lot D, located in the center of the project site, would be designated for development as a park, and would be 11.4 acres in size.

- Lot F, at the southeast corner would serve as a detention basin for drainage purposes, and would be rezoned as A-OS (5.4± acres): This is an open space designation.

Residential development of varying densities is proposed for the remainder of the project site. Medium density residential development in the form of detached single-family residences in a cluster design, would be located at the southwest corner. Condominiums would be developed in the northeast portion of the parcel, adjacent to the Employment Center identified above. Lots for detached single-family residences would be located in the northwest and central portions of the project site. Zoning for all residential areas would be R-1A.

The proposed project includes a 11.4-acre Community Park site. Development of the park could include basic landscaping, irrigation, turf and trees, and may include various types of site improvements, including site furniture, walkways, entry improvements and signage, and drinking fountains. Other improvements may include a children's play area such as tot lot or adventure area, picnic area with shade structure, sport court and sports field.

In addition, the park may include a large group picnic area with shade structure, a community garden, neighborhood/community skate park, restroom, on-site parking, bicycle trail, nature area, dog park, lighted sports fields or sport courts. Specialized features that may be located in a the park include a community center, water play area and/or a swimming pool.

The proposed project includes requests for amendments to the General Plan and the North Natomas Community Plan; zoning ordinance amendments; approval of a tentative subdivision map; establishment of a Planned Unit Development (PUD) with related development guidelines and schematic plan; and, PUD Special Permits for construction of residential units. The proposed tentative map subdivides 144 acres into 640 single family lots, one multi-family lot for condominiums, one park lot, one employment center lot and one detention basin lot.

The development proposed at this time includes construction of a maximum of 1000 single-family residential units, including 640 detached single-family dwelling units, 360 condominiums and townhouses, a detention basin for stormwater purposes, and the associated infrastructure and landscaping improvements. The parcels proposed for employment center and light industrial uses in the PUD are not proposed for development at this time.

The proposed project includes requests for the following entitlements:

- Development Agreement;
- Inclusionary Housing Plan;
- General Plan amendment;
- North Natomas Community Plan amendment;
- Rezone;
- Establishment of Planned Unit Development to establish PUD Guidelines and a Schematic Plan;
- Tentative Subdivision Map to create 511± single-family lots, 1 condominium lot, 1 park lot, 1 employment center lot, 1 light industrial lot, 1 detention basin lot, and 11 landscape corridor lots;

- Subdivision Modification;
- PUD Special Permit for single-family development on 511± lots[1]; and
- PUD Special Permit to develop 231± unit condominium complex.

ENVIRONMENTAL AND LAND USE SETTING

The project site is vacant, and is located in the City of Sacramento. The project site is located south of Del Paso Road, east of the East Drainage Canal, west of the Natomas Main Drainage Canal, and north of Interstate 80. See Attachment A.

The project site is located between 10 and 15 feet above mean sea level (msl). The site has been disked for weed control, and the primary ground cover is non-native grassland. (ECORP, page 3)

Surrounding land uses include:

- *West:* Gateway Park Boulevard, commercial development and multi-family residential uses
- *East:* Light industrial uses on parcel in unincorporated portion of Sacramento County proposed for annexation to the City of Sacramento (Panhandle Annexation Project, P05-077)
- *North:* Del Paso Road; single-family and multi-family residential development to the north of Del Paso Road
- *South:* East Drainage Canal; commercial and light industrial uses to the south of the canal

The following utilities would serve the proposed project:

- Water: City of Sacramento
- Sewer: County Sanitation District 1; Sacramento Regional County Sanitation District
- Electricity: Sacramento Municipal Utilities District (SMUD)
- Natural gas: Pacific Gas & Electric (PG&E)
- Solid waste disposal: City of Sacramento

[1] The requested entitlements for residential development do not equal the number of residential units analyzed for environmental purposes. The tentative map requested as part of the project would create lots designated for single-family residences. The Zoning Code requires a Special Permit to construct such residences. The proposed project includes the creation of some residential lots for which no Special Permit is approved, and on which no immediate residential development would occur.

SECTION III – ENVIRONMENTAL CHECKLIST AND DISCUSSION

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
1. LAND USE *Would the proposal:* 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 General Plan and North Natomas Community Plan (NNCP) designate the project site for mixed use development, anticipating a mix of residential, commercial and employment center uses. In addition, portions of the project site are designated in the General Plan and NNCP for parks and public facilities (school).

The zoning for the project site is MIP-PUD. This zone allows light manufacturing, warehousing and distribution land uses. The zoning designation anticipated a planned unit development for the project site, which would have included development guidelines and a schematic plan. No planned unit development was ever approved.

STANDARDS OF SIGNIFICANCE

For the purposes of this analysis, an impact is considered significant if the project would substantially alter an approved land use plan that would result in a physical change to the environment. Impacts to the physical environment resulting from the proposed project are discussed in subsequent sections of this document.

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A AND B

The existing General Plan and Community Plan designations contemplate employment center land uses along Del Paso Road, medium density residential in the middle of the project site, and low density residential in the southern portion. A school site of 10 acres and a park site of 8 acres are included in each plan.

Zoning for the site is MIP-PUD for each of the three parcels. This zoning allows light manufacturing, warehousing and distribution land uses. The zoning designation was applied to the site prior to the adoption of the North Natomas Community Plan, and anticipated a planned unit development for the project site, which would have included development guidelines and a schematic plan. No such planned unit development was ever approved.

The proposed project is the establishment of a Planned Unit Development mixed-use project site, including residential, park, employment center and light industrial uses. The mixed-use approach is consistent with the North Natomas Community Plan, which encourages such development in an effort to promote a jobs-housing balance, enabling people to work close to their residence.

The proposed land uses are generally consistent with the existing General Plan and North Natomas Community Plan provisions for the project site. The project includes requests for General Plan and Community Plan amendments to reconfigure the existing parcel lines to correlate with the proposed uses. The current zoning M-1 PUD designation for the site is not consistent with the General Plan and community plan designations for the site, and would be revised to make zoning consistent with these plans, and with the Planned Unit Development proposed for the site.

The development proposed at this time includes construction of a maximum of 1,000 single-family residential units, including 640 detached single-family dwelling units, 360 condominiums and townhouses, a detention basin for stormwater purposes, and the associated infrastructure and landscaping improvements. The parcels proposed for employment center and light industrial uses in the PUD are not proposed for development at this time.

The project also includes an application for a Special Permit for proposed single-family and condominium uses, which would be required under the Zoning Code and Planned Unit Development Guidelines.

The proposed land uses would not be incompatible with adjacent land uses, which are varied, and include the following:

East: Zoning is MIP (light manufacturing, warehouse and distribution); existing land use is warehouse

North: Zoning is R1-A (single-family residential); Del Paso Road abuts the project site on the north, and single-family residences are located across Del Paso Road to the north

West: Zoning is Employment Center; Gateway Park abuts the project site to the west, and commercial uses are located on the west side of Gateway Park

South: Zoning is MID; drainage canal is located south of the project site

The project site is within an area of the community that is being developed with urban uses. In addition to existing urban development, the parcel to the northeast of the project site has been proposed for residential and commercial development. Agricultural operations have ceased on the project site and on land in the vicinity due to encroaching urbanization.

The proposed project would develop the site in a manner consistent with the existing General Plan and North Natomas Community Plan provisions, and would not affect agricultural resources or operations. The project would have a ***less-than-significant*** impact on land use and agricultural resources or operations.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

The proposed project would result in ***less-than-significant*** land use impacts.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
2. POPULATION AND HOUSING *Would the proposal:* 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

Then project site is vacant. The General Plan and North Natomas Community designate the project site for mixed use development, including low density residential, commercial and light industrial uses.

STANDARDS OF SIGNIFICANCE

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

Question A

The proposed project would establish mixed use land use designations, including residential, commercial and light industrial uses. The project would change the land use designations for the project site to make the land use plan for the site consistent with such plans. The existing General Plan and North Natomas Community Plan designations are generally consistent with the proposed uses on the project site.

The project site is located within the City limits. The City would provide police and fire services to the project site. Water would be provided by the City; sewer service would be provided by County Sanitation District 1, which serves other City parcels in the project vicinity.

The project site is adjacent to the unincorporated portion of Sacramento County to the east. The parcel to the east is within the City's sphere of influence, and is the subject of an annexation proposal currently pending with the City. (Panhandle Annexation project, P05-077). The project site is served by area roadways including Del Paso Road.

Development of the project site as proposed would not require the extension of major urban infrastructure to the project site. Development as proposed would be consistent with the General Plan and community plan for the area, and has been contemplated in the planning studies and environmental review conducted for urban development and services. See, e.g., Sacramento General Plan Update, North Natomas Community Plan. The project would not, therefore, induce growth by extending infrastructure to areas not previously served, or opening new areas to development that could encourage additional incursions into areas not planned for development. The impact would, therefore, be ***less than significant***.

QUESTION B

The project site is vacant, and no housing would be displaced by the project. Any impact would be ***less than significant***.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

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

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
3. SEISMICITY, SOILS, AND GEOLOGY Would the proposal result in or expose people to potential impacts involving: 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?			✓

ENVIRONMENTAL SETTING

The project site is generally level, and is vacant. Surrounding properties have been developed in urban uses. The C-1 Drainage Canal runs along the south boundary; Gateway Park Boulevard along the western boundary; Del Paso Road abuts the project site to the north; and light industrial uses are located on the parcel to the east.

The project site is located in the central portion of the Great Valley geomorphic province of California. The Great Valley lies between the mountains and the foothills of the Sierra Nevada Range to the east and the California Coast Ranges to the west. The geological formations of the Great Valley are typified by thick sequences of alluvial sediments (up to two-mile depth) deposited during the filling of a large ancient basin (Wallace Kuhl, 1994). The project site is not located within an Alquist-Priolo special studies zone (Converse 2005, p. 7). The City is classified as Zone I, out of a three-point scale with III being the most susceptible to seismic hazards. Development within this area is subject to potential damage from earthquake ground shaking at a maximum intensity of VIII on the Modified Mercali Scale (SGPU DEIR, T-3, 16).

REGULATORY SETTING

Title 15, Chapter 15.88 Grading Erosion Control Ordinance (grading ordinance) was enacted for the purpose of regulating grading on property within the City limits to safeguard life, limb, health, property and the public welfare; to avoid pollution of watercourses with nutrients, sediments, or other materials generated or caused by surface water runoff; to comply with the City's National Pollution Discharge Elimination System (NPDES) permit issued by the California Regional Water Quality Control Board; and to ensure that the intended use of a graded site within the City limits is consistent with the City General Plan, any applicable specific plans and all adopted City ordinances and regulations. The grading ordinance is intended to control all aspects of grading operations within the City limits.

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

Cities in California are required to consider seismic safety as part of the General Plan Safety Element. The City of Sacramento also recognized that it is prudent for the City to prepare for seismic related hazards and has, therefore, adopted policies as part of the General Plan Health and Safety Element. These policies require that the City protect lives and property from unacceptable risk due to seismic and geologic activity or unstable soil conditions to the maximum extent feasible, that the City prohibit the construction of structures for permanent occupancy across faults, that soils reports and geologic investigation be required for multiple-story buildings and that the City implement Uniform Building Code requirements that recognize State and federal earthquake protection standards in construction. These policies are implemented through the building permit process for new construction projects and reduce the potential health and safety

impacts due to seismic and geologic conditions.

The project site is not located in an Earthquake-Fault zone. (Converse 2005, p.7)

Seismic hazards at the project site are similar to those encountered generally within the City, and no special hazards are present. Project construction would be subject to City standards that account for such risks, and the impact would be ***less than significant***.

QUESTION B

Impacts relating to exposure of people to hazards due to erosion are covered in this section. See below under Water (Section 4) for impacts relating to erosion and water quality.

Title 15, Chapter 15.88 of the City's Municipal Code requires that a grading permit must be obtained prior to construction activities. In accordance with the grading permit requirements, project conditions would require the applicant to submit an Erosion and Sediment Control Plan (ESC) to reduce the amount of erosion, and to retain sediment on the project site. No highly erodible soils are present on the project site. (SGPU DEIR, p. T-13) For these reasons, the proposed project would not result in substantial soil erosion or loss of topsoil, and geotechnical impacts related to erosion and soil loss would be ***less than significant***.

QUESTION C

No significant subsidence of land has occurred within the City of Sacramento. (SGPU DEIR, p. T-13) State regulations and standards related to geotechnical considerations are reflected in the Sacramento City Code, and project construction would be required to comply with the current City Code at the time of construction, including the Uniform Building Code. The Code would require design and construction of buildings to meet standards that would reduce risk associated with subsidence or liquefaction.
The construction of the proposed project is not anticipated to result in groundwater pumping. The depth of groundwater on the project site is estimated to be located 10 to 25 feet below the surface. (Converse 2005, p. 7) Project construction activities could require dewatering, which would be subject TO requirements established by the Central Valley Regional Water Quality Control Board to ensure that such activities would not result in substantial changes in groundwater.

The impact would be ***less than significant***.

QUESTION D

The project site is generally level, and there are no unique geological or physical features located on the project site. The C-1 Drainage Canal runs along the south boundary of the project site, and would not be altered by the project. The impact would be ***less than significant***.

MITIGATION MEASURES

No mitigation measures are required.
FINDINGS

The proposed project would result in ***less-than-significant*** impacts to geology, soils and seismicity.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
4. WATER Would the proposal result in or expose people to potential impacts involving: 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 & storage, delivery areas, etc.)?			✓
B) Exposure of people or property to water related hazards such as flooding?			✓
C) Discharge into surface waters or other alteration of surface water quality that substantially impact temperature, dissolved oxygen or 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 groundwater recharge capability?			✓
G) Altered direction or rate of flow of groundwater?			✓
H) Impacts to groundwater quality?			✓

ENVIRONMENTAL SETTING

Surface Water/Drainage. The Sacramento, American, and Cosumnes Rivers are the main surface water tributaries that drain much of Sacramento. The aquifer system underlying the City is part of the larger Central Valley groundwater basin. Surface inflows to the east of the City limits and deep percolation of precipitation and surface water applied to irrigated crop land recharge the aquifer system.

The project site is generally level, with an elevation of approximately 17 feet above msl at the northeast corner and 10 feet above msl at the southwest corner. (Converse 2005, Figure 1)

Water Quality. The City's municipal water is received from the American and Sacramento Rivers and augmented by groundwater wells. Groundwater supplements municipal water supplies in areas north of the American River; the City is supplied exclusively with surface water in areas south of the American River.

The water quality of the American River is considered very good. The Sacramento River water is considered to be of good quality also, 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.

Flooding. The Federal Emergency Management Agency (FEMA) publishes Flood Insurance Rate Maps (FIRM) that delineate flood hazard zones for communities. The project site is located in Flood Zones A and X (Converse 2005, p. 7). Flood Zone A is designated with no base flood elevations determined. Flood Zone X is designated as areas of 500-year flood; areas of 100-year flood with average depths of less than one foot or with drainage areas less than one square mile, and areas protected by levees from 100-year flood conditions.

Groundwater. There is no surface water on the project site, and no wetlands. (ECORP 2005, p. 9) The southern boundary of the project site abuts a levee for the C-1 Drainage Canal, which connects to the Natomas Main Drainage Canal, and is maintained by Reclamation District 1000. (ECORP, p. 3) The depth of groundwater on the project site is estimated to be located 10 to 25 feet below the surface. (Converse 2005, p. 7)

The project site is located within the Sacramento River Hydrologic Basin, as defined by the California Department of Water Resources. The aquifer system underlying the City is part of the larger Central Valley groundwater basin. The Sacramento, American, and Cosumnes Rivers are the main surface water tributaries that drain much of Sacramento and recharge the aquifer system. The depth of groundwater on the project site is estimated to be located 10 to 25 feet below the surface. (Converse 2005, p. 7)

Undocumented fill piles and mounds are located on the project site at the northwest corner and southeast corner, and a mound of fill material is located on the eastern portion of the project site. A section of transite pipe and other debris is located in the southeast quadrant of the site.

REGULATORY SETTING

The Central Valley Regional Water Quality Control Board (RWQCB) has the primary responsibility for protecting the quality of surface and groundwater in the City of Sacramento. 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 those subsurface water supplies and the rivers through direct surface runoff or infiltration. Storm water runoff is collected in City drainage facilities and sent directly to the Sacramento River.

The City of Sacramento has obtained a municipal stormwater National Pollutant Discharge Elimination System (NPDES) permit from the State Water Resources Control Board (SWRCB) under the requirements of the Environmental Protection Agency and Section 402 of the Clean Water Act (CWA). The goal of the permit is to reduce pollutants found in urban storm runoff. The general permit requires the City to employ "best management practices" (BMPs) before, during, and after construction, and the City enforces these requirements through conditions on private projects, such as the proposed project.

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 and commercial areas, and BMPs for construction sites. BMPs minimize erosion and sedimentation and prevent pollutants such as oil and grease from entering the stormwater drains. BMPs are approved by the Department of Utilities prior to 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 ordinances;
- inspection and enforcement procedures;
- educational programs for toxic material management;
- reduction of pesticide use; and
- site-specific structural and nonstructural control measures.

The RWQCB requires use of the best available technology that is economically achievable. These features would be discussed in the Stormwater Pollution Prevention Plan (SWPPP) that is prepared for the project. A monitoring program would be implemented to evaluate the effectiveness of the measures included in the SWPPP. The RWQCB may review the final drainage plan or any of its components to determine compliance with permits issued by the RWQCB.

The SWPPP includes information on runoff, erosion control measures to be employed on the project site, and any toxic substances to be used during construction activities.

STANDARDS OF SIGNIFICANCE

Water Quality. 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. An impact is considered significant if the proposed project substantially increases 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, D, G

The proposed project would develop the project site with residential, commercial and light industrial uses. This would include coverage of the project site with impervious surfaces, including structures and parking areas. Such development would increase stormwater flows from the project site.

The project proponent would be required by project conditions to prepare and submit a drainage study for the project site. Storm drain infrastructure would be designed to City's standards for private storm drainage systems per Section 11.12 of the Department of Utilities Design and Procedures Manual.

The proposed project includes construction of a stormwater detention basin and pump station in the southeast corner of the project. This basin would retain stormwater flows from the project site, and would release the retained water to the C1 Drainage Canal that abuts the project site to the south. Release would be designed to meet the allowable discharge rate in cubic feet per second allowed by Reclamation District 1000.

Stormwater drainage improvements would be constructed to retain and manage the increased runoff due to installation of impervious surfaces, and the impacts due to changes in absorption rates, drainage patterns, or the rate and amount of stormwater drainage would be ***less than significant.***

QUESTION B

The project site is located in Flood Zones A and X (Converse 2005, p. 7). Flood Zone A is designated with no base flood elevations determined. Flood Zone X is designated as areas of 500-year flood; areas of 100-year flood with average depths of less than one foot or with

drainage areas less than one square mile, and areas protected by levees from 100-year flood conditions.

The project would be required to construct building pads a minimum of 1.2 feet above the 100-year flood level, and finished floors at least 1.5 feet above 100-year flood levels. The project would be required to construct required public and/or private infrastructure to handle off-site runoff to the satisfaction of the Department of Utilities.

Design of drainage infrastructure as required, and elevation of building pads and finished floors above the 100-year flood levels, would ensure that people and property would be protected from 100-year storm events, and the impact would be Therefore, the proposed project will have a ***less than significant.***

QUESTIONS C, E

The project site is currently undeveloped and has been primarily used for dry farming during the last several years. The project site is located in a drainage basin that is tributary to the Sacramento River. The Sacramento River is located approximately five miles southwest of the project site.

There is an existing improved drainage canal at the southerly property line of the project site that is owned and operated by Reclamation District 1000 (RD 1000). Storm water runoff is currently into conveyed into this canal where it is conveyed to the RD 1000 East Main Drainage Canal approximately one half-mile from the project site. The East Main Drainage Canal conveys the storm runoff flows to the Sacramento River.

Development of the project would result in substantial coverage of the project site with impervious surfaces, including structures, streets and parking areas. This will substantially increase the stormwater runoff from the project site. The City's drainage master plan for the Natomas community provides that stormwater runoff from the project site should be conveyed to a detention basin on the project site.

The proposed project would be required to construct an onsite detention basin and stormwater pump station to store more intense peak hour storm flows for a period of time and then pump out of the detention basin at a lesser flow rate to the adjacent RD 1000 drainage canal at the southerly boundary of the site. RD 1000 has indicated flows can be pumped into their system at a rate of 0.10 cubic feet per second per acre of project area. Both the City of Sacramento and RD 1000 would require a detailed project-specific drainage study prior to construction of any drainage facility.

The detention basin as required by City requirements would be sized to provide water quality improvement whereby silts and sands are allowed to settle to the bottom of the basin where natural treatment can take place and excessive sands and silts can be removed periodically. Once constructed the detention basin and pump station would be owned and operated by the City of Sacramento.

With design and construction of the detention basin, impacts to surface waters and drainage would be ***less than significant.***

QUESTIONS F, H

The depth of groundwater on the project site is estimated to be located 10 to 25 feet below the surface. (Converse 2005, p. 7)

The proposed project is not expected to involve substantial excavation or trenching that would impact groundwater. However, in the event that dewatering activities are required, these could result in a short-term change in the quantity of groundwater and/or direction of rate of flow, and groundwater quality. Any dewatering activities associated with the proposed project must comply with application requirements established by the Central Valley Regional Water Quality Control Board to ensure that such activities would not result in substantial changes in groundwater flow or quality.

The Stormwater Pollution Prevention Plan (SWPPP) required by the City would implement the Best Management Practices (BMPs) as required by the RWQCB and the City's NPDES Permit. Construction related activities have the potential to impact water quality. Construction activities would include grading, trenching, paving, and landscaping. These activities have the potential to increase sediment loads in runoff that would enter the combined sewer system. The degree of construction related impacts to water quality are partially determined by the duration of the various construction activities and rainfall distribution. Due to low summer rainfall, summer construction activities would decrease the sediment and other pollutant levels that may impact water quality. Fuel, oil, grease, solvents, and other chemicals used in construction activities have the potential to create toxicity problems if allowed to enter a waterway. Construction activities are also a source of various other materials including trash, soap, and sanitary wastes.

The project improvement plans will be required as a condition of approval to comply with the City's Grading, Erosion, and Sediment Control Ordinance (Code 15.88.250). Therefore, compliance with City and State regulations will reduce impacts to surface water and drainage to a less-than-significant level.

Therefore, the proposed project would have a ***less-than-significant*** impact on groundwater quality or quantity.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

The proposed project will have a ***less-than-significant*** impact on water resources.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
5. AIR QUALITY *Would the proposal:* 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 site lies within a developing urbanized area with adjacent agricultural uses of Sacramento County within the Sacramento Valley Air Basin (SVAB), and is subject to federal, state, and local air quality regulations. The SVAB is about 200 miles long in a north-south direction, and has a maximum width of about 150 miles. The SVAB is bounded on the north by the Cascade Range, on the south by the San Joaquin Valley Air Basin, on the east by the Sierra Nevada, and on the west by the Coast Range. Eleven counties are included in the SVAB, and include all or portions of Shasta, Tehama, Glenn, Colusa, Yolo, East Solano, Butte, Sutter, Yuba, Placer, and Sacramento counties. Within the SVAB, the Natomas Central project site is under the jurisdiction of the Sacramento Metropolitan Air Quality Management District (SMAQMD). The SMAQMD is responsible for implementing emissions standards and other requirements of federal and state laws. Air quality concerns within the Sacramento Valley include the most common pollutants including ozone, carbon monoxide, nitrogen oxides, sulfur oxides, and particulate matter from dust and diesel exhaust.

The U. S. Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) have established ambient air quality standards for common pollutants (**Table 5**). These ambient air quality standards are levels of contaminants, which represent safe levels that avoid specific adverse health effects associated with each pollutant. The ambient air quality standards cover what are called "criteria" pollutants because the health and other effects of each pollutant are described in criteria documents.

Federal and State Ambient Air Quality Standards

Pollutant	Averaging Time	Federal Primary Standard	State Standard
Ozone (O3) 1-Hour	1-Hour 8-Hour	0.12 ppm 0.08 ppm	0.09 ppm 0.07 ppm
Carbon Monoxide (CO)	8-Hour 1-Hour	9.0 ppm 35.0 ppm	9.0 ppm 20.0 ppm
Particulate Matter (PM10)	Annual 24-Hour	50 µg/m3 150 µg/m3	20 µg/m3 50 µg/m3
Particulate Matter (PM2.5)	Annual 24-Hour	15 µg/m3 65 µg/m3	12 µg/m3 no separate standard
Sulfur Dioxide (SO2)	Annual 24-Hour	.04 ppm	0.03 ppm 0.14 ppm
Nitrogen Dioxide (NO2)	Annual 1-Hour	0.053 ppm	.25 ppm

Any pollutant criteria that does not have a federal or state standard set is indicated by "--".

The federal and state governments have enacted laws mandating the identification of areas not meeting the ambient air quality standards and development of regional air quality plans to eventually attain the standards. Both the federal Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) classifies Sacramento County as non-attainment for ozone and PM10 (particulate matter less than 10 microns in diameter), and the CARB classifies the County as non-attainment for PM2.5 . For carbon monoxide (CO), Sacramento County is designated as unclassified/attainment by the EPA, and attainment by the CARB. For both nitrogen dioxide (NO2) and sulfur dioxide (SO2), the CARB designated the County as attainment, while at the national level the EPA designates the County as unclassified/attainment (California Air Resources Control Board 2002).

North Natomas Community Plan

The North Natomas Community Plan (NNCP) of 1994 has both a Transportation Systems Management (TSM) Plan and an Air Quality Mitigation Strategy (AQMS). The Air Quality Mitigation Strategy of the NNCP is focused on reducing emissions of ozone precursors. Ground level ozone is not emitted directly into the air, but is formed instead by chemical reactions between oxides of nitrogen (NOx) and reactive organic gases (ROG) in the presence of sunlight. The major sources of NOx and ROG are emissions from motor vehicle exhaust, gasoline vapors, chemical solvents, industrial facilities and electric utilities. Site design, target area, and community wide measures are included in the AQMS. Site design measures include orientation of buildings to promote transit use, while a target area measure might include reduced parking in areas located within ¼ mile of a light rail station. A shuttle system for the community is one example of a community-wide mitigation strategy.

As required by the NNCP, The City Development Services Department and SMAQMD have set a goal of 35 percent community-wide daily reduction in vehicle and other ROG emissions at build out of the Natomas Community. Residential developments must reduce ROG emissions

by a minimum of 20 percent compared to single occupant vehicle baseline. Some of the measures that will be implemented to meet this goal include the promotion of electric, low, and zero-emission vehicle use, providing emission credits for electric vehicle use, and the use of low or zero emission appliances such as furnaces and electric lawnmowers.

The Transportation Systems Management component of the NNCP requires the establishment of a community-based Transportation Management Association. The North Natomas Transportation Management Association (NNTMA) was established in 1998 to assist developers, employers, residents and others with the implementation of trip reduction strategies in support of the NNCP goals and objectives (North Natomas Transportation Management Association 2003). Each developer within the NNCP area is required to submit a Transportation Management Plan (TMP) that demonstrates how the project will help meet the trip and emission reduction goals, and one of the requirements of each TMP is participation in the NNTMA.

The NNTMA will be responsible for area and community wide traffic reduction strategies, which would contribute to the development's required percentage of emission reduction.

STANDARDS OF SIGNIFICANCE

The SMAQMD adopted the following thresholds of significance in 2002:

Ozone and Particulate Matter. An increase of nitrogen oxides (NOx) above 85 pounds per day for short-term effects (construction) would result in a significant impact. An increase of either ozone precursor, nitrogen oxides (NOx) or reactive organic gases (ROG), above 65 pounds per day for long-term effects (operation) would result in a significant impact (as revised by SMAQMD, March 2002). The threshold of significance for PM_{10} is a concentration based threshold equivalent to the California Ambient Air Quality Standard (CAAQS). For PM_{10}, 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 NOx thresholds, it can be assumed that the project is below the PM_{10} 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 environmental analysis, sensitive receptor locations generally include parks, sidewalks, transit stops, hospitals, rest homes, schools, playgrounds and residences. Commercial buildings are generally not considered sensitive receptors. 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 (state ambient air quality standards are more stringent than their federal counterparts).

ANSWERS TO CHECKLIST QUESTIONS

QUESTION A AND B

Air quality impacts resulting from implementation of the project are categorized as follows:

Short-term impacts related to construction activities; and
Long-term impacts related to operation of the project.

Short-term air quality impacts are the result of the use of construction equipment, transport of materials (i.e. equipment, supplies, and construction material) to and from the site, and construction employee commute trips. Short-term air quality emissions typically consist of reactive organic gases (ROG), oxides of nitrogen (NOx), and fugitive dust. Nitrogen oxides (NOx) and reactive organic gases (ROG) are the primary reactive compounds, or precursors, contributing to the formation of ozone and are largely generated from the operation of gas and diesel powered equipment. Fugitive dust and particulate matter is largely generated from earth moving activities and wind erosion.

Long-term air quality impacts are associated with the operational characteristics of the project and typically are the result of the use of equipment that directly generates pollutants (i.e. diesel powered water pump or electrical generator). Additionally, long term air quality impacts are associated with mobile emissions related to employee trips to work and home.

In order to calculate air quality construction and long-term emissions for the project, the URBEMIS computer program was used (URBEMIS 2002, version 8.7). URBEMIS stands for "Urban Emissions Model", and estimates emissions (lbs./day) generated from construction equipment and vehicles used during the development of residential neighborhoods, shopping centers, and office buildings. URBEMIS also estimates long term emissions from the operation of projects after construction. Long-term impacts include emissions from gas appliances, wood stoves, fireplaces, landscape maintenance equipment; and residents' vehicle use. The URBEMIS model is widely used in California by air districts, local governments, project developers, and environmental consultants and is recommended and approved for use by multiple air quality districts throughout the state.

Construction and operational mass daily emissions were calculated for the project based on project phases. The first one is the Pardee (Pardee Residential Only, which includes the park and detention basin totaling ~121.3 acres) and the other is Pardee PUD (Pardee Combined, which includes all elements of the PUD including the 8.4 ac of EC-50 and 14.3 ac of Light Industrial).

The EC-50 and Light Industrial parcels will not be developed at this time and will require future discretionary actions for future development. Two URBEMIS runs were completed to get the construction emissions for just the Residential, Park and detention basin (121.3 acres)(Pardee) which is proposed to be developed and one for the whole project area (Pardee PUD). The estimated emissions for construction of the proposed development project (Pardee) were used to determine the construction mitigation fee and then utilize the estimated construction emissions for the whole PUD (Pardee PUD) to condition the project that if the future phase(s) begin construction during construction of the proposed project, then they would be accountable to pay the additional construction fees. The estimated fees are $136,380 for the construction fees for the Pardee project and would increase to $246,633 for the entire PUD (if construction of the entire site occurs simultaneously) .

The operation emissions (which utilize the Pardee PUD or combined URBEMIS run) were calculated to be 99.39 lbs/day of NOx and 166.93 lbs/day of ROG. For the operational the emissions that exceed the threshold after the reduction from the mitigation of the Air Quality Mitigation Plan, fees are broken out and separated on an acreage basis to apply to the different developments.

URBEMIS Construction Emissions (lbs/day) – Residential Only Before and After Mitigation

	Before Mitigation	*After Mitigation*	*NOx Over threshold (lbs/day)*
	NOx (lbs/day)	*NOx (lbs/day)*	
Grading phase	253.34	202.67	117.67
Building Construction (Year 1)	151.78	121.42	36.42
Building Construction (Year 2)	144.73	115.78	30.78
Building Construction (Year 3)	137.67	110.14	25.14
Asphalt phase	44.75	35.80	0
Over threshold	20900.28		

URBEMIS Operational Emissions (lbs/day) – Residential Only Before and After Mitigation

Operational Emissions - (lbs/day)			
	Before Mitigation	*After Mitigation*	*NOx Over threshold (lbs/day)*
	NOx (lbs/day)	*NOx (lbs/day)*	
	99.39	84.48	19.48
Total operational Nox over threshold = 3.56 tons			

Mitigation Measures

Air Quality 1: The construction contractor will provide the City of Sacramento and SMAQMD with a plan for approval demonstrating that heavy-duty (>50 horsepower) off-road vehicles to be used will achieve a project wide fleet average of 20 percent NOx reduction and 45 percent PM reduction compared to the most recent CARB fleet average at the time of construction. Off-road vehicles include owned, leased, and subcontractor vehicles. The project contractor will submit to the City of Sacramento and SMAQMD a comprehensive inventory of all off-road construction equipment (> 50 horsepower) that will be used for a total of 40 hours or more during any portion of the project. The inventory will include the horsepower rating, engine production year, and projected hours of use or fuel requirements for each piece of equipment. At least 48-hours prior to the use of subject heavy-duty off-road equipment, the project representative shall provide SMAQMD with the anticipated construction timeline including start date, name and phone number of the project manager, and on-site foreman.

Air Quality 2: The project contractor shall ensure that emissions from off-road diesel powered equipment used on site do not exceed 40 percent opacity for more

than three minutes in any one hour. Any equipment found to exceed the 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the City of Sacramento AND SMAQMD shall be notified within 48-hours of identification of noncompliant equipment. The project contractor shall insure that a visual survey of all in-operation equipment is made at least weekly, and a monthly summary of the visual survey results shall be submitted by the contractor to the City of Sacramento and to SMAQMD throughout the duration of the project (except for 30-day periods of inactivity). The monthly summary shall include the quantity and type of vehicles surveyed, and the date of each survey.

Air Quality 3: Construction equipment will utilize the Best Available Technology (BAT) so as to minimize vehicle emissions to the extent possible. This may include the use of diesel particulate filters and cooled exhaust gas recirculation or equivalent measures on all off-road and on-road diesel equipment in the construction phase of the project. The project proponent will review amendments to CARB and SMAQMD regulations and City of Sacramento ordinances during construction, and comply immediately with newly adopted regulations, including those for equipment idling, which would reduce the cumulative release of pollutants.

Air Quality 4: Coordinate with the SMAQMD for payment of fees into the Heavy-Duty Low-Emission Vehicle Program designed to reduce construction related emissions within the region. Fees shall be paid based upon the SMAQMD District Fee of $13,600/ton of NOx emissions generated. This fee shall be paid prior to issuance of building permits. Based upon the URBEMIS emissions data and the SMAQMD's mitigation fee calculator, the expected payment for remaining construction related NOx emissions over the significance threshold will be $48,416.00. If the projected construction equipment or phases change, the applicant shall coordinate with the SMAQMD to determine if the mitigation fee needs to be re-calculated. During construction of the proposed improvements, grading activities have the potential to result in the generation of significant amounts of fugitive dust that could potentially expose sensitive receptors to criteria pollutants unless mitigated. **Mitigation Measures AQ-5** through **AQ-8** will reduce these impacts to a less than significant level.

Air Quality 5: During clearing, grading, earth-moving, or excavation operations, fugitive dust emissions shall be controlled by watering exposed surfaces 2 times per day, watering haul roads 3 times per day or paving of construction roads, or other dust-preventive measures.

Air Quality 6: All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 20 mph averaged over 1 hour.

Air Quality 7: Any portions of the construction site that remains inactive longer than a period of 3 months shall be reestablished with ground cover through seeding and watering. Alternatively, non-toxic soil stabilizers shall be applied to all inactive construction areas in accordance with manufacture's specifications.

Air Quality 8: All vehicles hauling dirt, sand, soil or other loose material shall be covered or should maintain at least two feet of freeboard in accordance with the requirements of California Vehicle Code Section 23114.

Air Quality 9: Prior to groundbreaking, the project proponent will coordinate with the SMAQMD and the City of Sacramento and develop a project Air Quality Mitigation Plan designed to reduce area source and operational NOx emissions by 20%. Some examples of project specific operational mitigation include bicycle/pedestrian transit features that promote alternative transportation use, mixed land uses including parks and schools within ¼ mile of residential uses, and promotion of electric landscaping equipment.

Air Quality 10: Coordinate with the SMAQMD for payment of fees into the Heavy-Duty Low-Emission Vehicle Program designed to reduce emissions within the region. SMAQMD calculates the mitigation fee for these remaining operational emissions by multiplying the NOx lbs/day over the threshold by 365 days (one year of emissions), determining the total project NOx over the threshold in tons, and multiplying that overage by the Carl Moyer Program standard of $13,600 per ton. This fee shall be paid prior to issuance of building permits. Based upon the URBEMIS emissions data and the SMAQMD's mitigation fee calculator, the expected payment for remaining operational NOx emissions over the significance threshold will be $142,122. If the projected operational emissions change, the applicant shall coordinate with the SMAQMD to determine if the mitigation fee needs to be re-calculated.

QUESTION C

The area surrounding the project site consists of low-density residential, residential office, medical, and commercial services and retail uses. The project would not result in the alteration of air movement, moisture, or temperature, or in any change in climate, either locally or regionally over and above what is currently experienced in that area. Any impacts would be considered ***less than significant.***

QUESTION D

While odors associated with the use of diesel powered equipment may emit objectionable odors, these odors will be short-term in nature and the construction fleet will utilize all Best Available Technology as required in the mitigation measures. As such, the creation of objectionable odors from construction is considered a less than significant impact, and no mitigation is required. Odors from residential land use after build out are expected to be less than significant.

FINDINGS

Payment of SMAQMD approved mitigation fees for use in off-site emission reduction programs for any remaining project NOx emissions over the significance threshold will reduce the impacts to air quality to less than significant for NOx and also other criteria emissions, including PM10.

With the incorporation of **Mitigation Measures AQ-1** through **AQ-10** listed above, the proposed project is expected to have a less than significant impact on air quality.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
6. TRANSPORTATION/CIRCULATION Would the proposal result in: 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

The project site is located south of Del Paso Road from Gateway Park Boulevard to just east of Blackrock Drive.

PROJECT ASSUMPTIONS FOR ENVIRONMENTAL REVIEW

At the time environmental review for the proposed project was initiated, the number of residences included in the project was not certain. In addition, the proposed project does not include requests for development entitlements for the employment center parcel at the northeast corner or the light industrial parcel to the south of the employment center parcel. A Special Permit would be required at the time a specific development proposal is received for these parcels.

In order to ensure that the environmental review would adequately identify and evaluate the impacts of the proposed project, assumptions were made regarding development on the site. At the time the assumptions were adopted, and the traffic study initiated, the applicant was engaged in discussions with the Natomas Joint Unified School District regarding a potential elementary school site in the project area. Two scenarios were adopted, one of which included

a school site, and a second scenario that included a larger park and residential development on the remainder of the school site, as follows:

Table 1
Project Build-Out Assumptions

	Land Use	Amount
Scenario 1	Single-Family detached Housing	408 dwelling units
	Residential/Condominium	394 dwelling units
	Office (EC-40)	93,600 square feet
	Light Industrial	252,000 square feet
	K-8 School	900 students
	Park	8 acres
Scenario 2	Single-Family detached Housing	408 dwelling units
	Residential/Condominium	544 dwelling units
	Office (EC-40)	93,600 square feet
	Light Industrial	252,000 square feet
	Park	11.4 acres

As shown in Table 1, if a school is included in the project site there would be 802 residential dwelling units; if no school site is included, and the park is increased from 8 acres to 11.4 acres, the number of residential dwelling units would be 952 units.

The assumptions for office space and light industrial set forth above are estimates of the potential development that could occur on these parcels. Square footage for the employment center uses was based on the Community Plan provisions (i.e., 40 employees per acre and 300 sq. ft./employee), and the light industrial uses were based on 20,000 sq. ft./acre. Actual development proposed for these sites could be more or less intense, but these estimates are viewed a reasonable projections of the magnitude of development that could occur on these sites. These estimates have been used for evaluating traffic impacts and other environmental effects of the proposed project.

In the case of the traffic and circulation analysis, the vehicle trips generated by Scenario 1, which includes the school site, were greater than for Scenario 2. The traffic analysis utilized Scenario 1, therefore, as the basis for assessment of project impacts for traffic and circulation. (Traffic Report, page 11)

Roadway System

The roadway network in the vicinity of the proposed project is described below.

- *I-5* is primarily six lanes within the study area and serves as the commute corridor between Downtown Sacramento and North Natomas. Just north of the Del Paso Road interchange, I-5 curves towards the west and continues to the Sacramento International Airport and beyond.

- ***Del Paso Road*** is an east-west roadway continuing from Power Line Road west of I-5 to Northgate Boulevard where it becomes Main Avenue and continues to the east. Del Paso Road is primarily a six-lane roadway between I-5 and the project site. Del Paso Road narrows to two lanes in the eastbound direction just west of Blackrock Drive along the frontage of the proposed project site. Del Paso Road becomes two lanes in the westbound direction east of Blackrock Drive. Del Paso Road provides access to the Arco Arena, and adjacent retail and commercial uses.

- ***Truxel Road/Natomas Boulevard*** is a north-south roadway west of the project site. Truxel Road extends north of Interstate 80 (I-80) and becomes Natomas Boulevard at the Del Paso Road intersection. Truxel Road also provides access to the Arco Arena. Natomas Boulevard primarily provides access to the residential uses within North Natomas.

- ***Gateway Park Boulevard*** is a two to four lane roadway between Truxel Road and Del Paso Road. Along the frontage of the project site, Gateway Park Boulevard is one lane in the northbound direction; however, the roadway has been widened to two lanes in the southbound direction. North of Del Paso Road, Gateway Park Boulevard becomes Aviator Boulevard and serves the residential uses to the north.

- ***Arena Boulevard/North Market Boulevard*** extends from El Centro Road west of I-5 to Northgate Boulevard. Arena Boulevard becomes North Market Boulevard at the Truxel Road intersection. Arena Boulevard provides access to the Arco Arena while North Market Boulevard primarily serves the light industrial uses in the Natomas area.

Blackrock Drive extends north of Del Paso Road and serves the residential area to the north.

Bicycle and Pedestrian Facilities

Del Paso Road has Class II on-street bike lanes (i.e., signed and stripped) within the project vicinity. Del Paso Road has sidewalks on both sides of the roadway within the project vicinity; however, no sidewalks are provided on the south side between Gateway Park Boulevard and Blackrock Drive (i.e., along the frontage of the project site). On-street bike lanes are provided on the west side of Gateway Park Boulevard adjacent to the project site. Along the frontage of the project site (i.e., the east side of the roadway), Gateway Park Boulevard has narrow shoulders and no sidewalks.

Transit Service

The Sacramento Regional Transit District (RT) provides public transit service within the project area. Transit service is provided on Truxel Road, Natomas Boulevard, North Market Boulevard, and Gateway Park Boulevard (between Truxel Road and North Market Boulevard). No transit service is provided on Del Paso Road. Three routes provide direct fixed route service within the project vicinity as listed below.

- ***Route 11 (Truxel Road)*** operates between Downtown Sacramento and North Natomas and provides service along Truxel Road and Natomas Boulevard within the study area. Service is generally provided from 6:00 AM to 6:00 PM Monday through Friday and no weekend service is provided.

- ***Route 13 (Northgate)*** operates between Arden/Del Paso and North Natomas and provides service on Northgate Boulevard, North Market Boulevard, and Gateway Park Boulevard (between Truxel Road and North Market Boulevard) within the study area. Service is generally provided from 5:00 AM to 11:00 PM Monday through Friday and from 8:00 AM to 6:00 PM on Saturdays, Sundays, and Holidays.

- ***Route 14 (Norwood)*** operates between Arden/Del Paso and North Natomas and provides service on Norwood Avenue, Main Avenue, North Market Boulevard, and Gateway Park Boulevard (between Truxel Road and North Market Boulevard). Service is generally provided from 5:30 AM to 10:00 PM Monday through Friday and from 7:30 AM to 7:30 PM on Saturdays, Sundays, and Holidays.

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 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

A traffic study and report for the proposed project as prepared by Fehr & Peers for the City of Sacramento (traffic report). The traffic report is attached to this Initial Study as Attachment X.

The traffic study identified study intersections that would be those most likely affected by project traffic, and collected traffic counts to establish existing traffic levels and intersection performance. Study intersections were also identified, as well as bicycle and pedestrian facilities. Transit service was identified.

The traffic report identified baseline traffic conditions, which include existing traffic and projects that have been approved or planned, and are likely to be in operation by the time the proposed project would contribute traffic to the system.

The traffic report identified two land use scenarios for the project site. Scenario 1 included a K-8 school site on 15 acres, with 900 students, while Scenario 2 assumed no school and development of 150 condominium units on the school parcel. Because Scenario 1 resulted in higher trip generation estimates, it was selected as the basis for impact analysis to ensure a conservative analysis.

The proposed project would extend Terracina Drive to the east and Blackrock Drive to the south to provide access to the project site. Full access to/from the project site would be provided at the Terracina Drive/Gateway Park Boulevard and Del Paso Road/Blackrock Drive intersections. Two additional roadways (Road A and Road B) would provide access to/from Del Paso Road. Turning movements at these roadways would be restricted to right in/out only by the raised median on Del Paso Road. Access to the southeast portion of the site would be provided by an extension of Striker Avenue to Blackrock Drive.

The proposed project would require amendments to the General Plan and North Natomas Community Plan, but the land uses proposed in the project are generally consistent with the designations for the site; the amendments would alter the location of the designated land uses. The traffic report compared the trip generation for the proposed project and for the maximum density of the specific land uses designated in the North Natomas Community Plan, and concluded that the proposed project would generate fewer trips (Traffic Report, p. 13). The cumulative impacts of the proposed project have been adequately addressed in the environmental documents prepared in connection with the adoption of the General Plan and the North Natomas Community Plan, and are not considered further.

QUESTION A

The Traffic Report studied the roadway, transit, and bicycle/pedestrian components of the overall transportation system under baseline (i.e., near-term) conditions with and without the development of the proposed project. The Traffic Report estimated the trips that would be generated by the proposed project, and the manner in which those trips would be distributed on the area roadways. Impacts to the following area intersections were evaluated:

- Del Paso Road/I-5 Southbound Ramps
- Del Paso Road/I-5 Northbound Ramps
- Del Paso Road/Truxel Road/Natomas Boulevard
- Del Paso Road/Gateway Park Boulevard
- North Market Boulevard/Gateway Park Boulevard
- Del Paso Road/Blackrock Drive
- Terracina Drive/Gateway Park Drive

Intersections were evaluated for performance during the a.m. peak hours (7:00 a.m. to 9:00 a.m.) and the p.m. peak hours (4:00 p.m. to 6:00 p.m.).

The Traffic Report concluded that the proposed project would generate 10,552 trips daily, with 1,280 during the a.m. peak hours and 1,200 during the p.m. peak hours. (Traffic Report, Table 7, p. 11)

The Traffic Report identified significant impacts, and identified mitigation, for the following intersections. The impact, mitigation and residual impact are shown for each intersection.

Del Paso Road/I-5 Southbound Ramps: The addition of the proposed project would add more than 5 seconds of delay to AM and PM peak hour (LOS F) operations at the Del Paso Road/I-5 Southbound Ramps, resulting in a significant impact.

Installation of a traffic signal at the del Paso Road/I-5 Southbound Ramps intersection would result in less than a 5 second increase in delay during the AM and PM peak hours and would reduce the impact to less than significant. The signalization of this intersection is included in the North Natomas finance plan. Therefore, the project applicant shall pay its fair share towards implementing this improvement. The following measures would mitigate the impact:

Traffic 1: The applicant shall pay its fair share of the installation of a traffic signal at the Del Paso Road/I-5 Southbound Ramps intersection.

Del Paso Road/I-5 Northbound Ramps: The addition of the proposed project would add more than 5 seconds of delay to AM and PM peak hour (LOS F) operations, resulting in a significant impact.

Installation of a traffic signal at the intrersection would result in less than a 5 second increase in delay during the AM and PM peak hours and would reduce the impact to less than significant. The signalization of this intersection is included in the North Natomas finance plan. Therefore, the project applicant shall pay its fair share towards implementing this improvement.

Traffic 2: The applicant shall pay its fair share of the installation of a traffic signal at the Del Paso Road/I-5 Northbound Ramps intersection.

Del Paso Road/Truxel Road/Natomas Boulevard: The addition of the proposed project would add more than 5 seconds of delay to PM peak hour (LOS E) operations, resulting in a significant impact.

Modification of the signal timing at the intersection would result in less than a 5 second increase in delay during the PM peak hour and would reduce the impact to less than significant. Additional improvements that are planned by the City of Sacramento at this intersection would also improve traffic operations (e.g., providing dual eastbound left-turn lanes). However, if these improvements are not implemented before the development of the proposed project, the applicant shall pay traffic impact fees or its fair share towards implementing the planned improvements.

Traffic 3: The applicant shall pay the cost of modifying the signal timing at the Del Paso Road/Truxel Road/Natomas Boulevard intersection to extend the maximum green time for the eastbound left-turn movement and pay traffic impact fees or a fair share of the cost for planned improvements to provide dual eastbound left turn lanes at the intersection.

Terracina Drive/Gateway Park Boulevard: The addition of the proposed project would degrade traffic operations from LOS A to LOS D during the AM peak hour and from LOS A to LOS E during the PM peak hour, resulting in a significant impact.

Installation of a traffic signal at the intersection would result in LOS B operations during the AM peak hour and LOS C during the PM peak hour and would reduce the impact to ***less than significant.***

Traffic 4: The applicant shall install a traffic signal at the Terracina Drive/Gateway Park Boulevard intersection and provide the following lane configurations:

- Northbound: Provide a left-turn lane (150 feet), two through lanes, and a right-turn lane
- Southbound: Provide a left-turn lane (250 feet), two through lanes, and a right-turn lane
- Eastbound: Maintain the existing approach lanes (a shared left/through/right)
- Westbound: Provide a shared left-turn/through lane and a separate right-turn lane

QUESTIONS B AND C

The project site is located in an area that is relatively level, and is currently served by existing paved City streets. Ingress and egress to the project site would be designed in accordance with current traffic standards, and would be subject to review and approval by the City. No sharp curves or impediments to line-of-sight have been proposed as part of the project. The project site is located in an urbanizing portion of the community, and conflicts with incompatible uses would be negligible, and ***less than significant.***

The project site is located on Del Paso Road, which provides access east and west of the site. Other City streets also serve the project site. The project site would have ingress and egress via at least two routes. The site would have adequate access to emergency routes, and any impact for emergency access would be ***less than significant.***

QUESTION D

The proposed project would provide sufficient off-street parking for single-family residences and condominiums to meet the requirements of the City Zoning Code. These requirements are established to ensure that new development provides sufficient on-site parking to satisfy the demands of residents and visitors, and to avoid off-site parking on nearby residential streets. The project would have a ***less-than-significant*** impact on parking.

QUESTIONS E AND F

The implementation of the proposed project would not affect the existing bicycle facilities within the project vicinity. In addition, the proposed project would not interfere with the planned bikeways shown in the *Sacramento City/County 2010 Bikeway Master Plan*. Implementation of the proposed project would have a ***less-than-significant*** impact.

No existing or proposed bikeways would be impeded or removed as part of the proposed project. The proposed project would be also be required as a condition of approval to maintain adequate pedestrian access to the site with all public improvements, in compliance with the City's Design Procedures Manual.

The proposed project would not affect the pedestrian circulation within the project vicinity. The recommended traffic signal at the Terracina Drive/Gateway Park Boulevard intersection would provide an additional protected crossing for pedestrians. Implementation of the proposed project would have a ***less-than-significant*** impact.

The implementation of the proposed project would not disrupt or interfere with existing or planned transit facilities or services in the study area. Since the transit trips would be distributed among the existing transit services (i.e., three bus routes serving the North Natomas area), the additional ridership generated by the project is not expected to exceed the available or planned system capacity. Implementation of the proposed project would have a ***less-than-significant*** impact.

Therefore, impacts to the safety of pedestrians and bicyclists would be less than the significant, and the project would not be in conflict with adopted policies supporting alternate modes.

QUESTION G

The project is not adjacent to any rail line, waterway or airport, and would not result in uses that would generate significant rail, waterborne or air traffic. Therefore, the proposed project would result in a ***less-than-significant*** impact to these modes of transportation.

FINDINGS

With implementation of Mitigation Measures Traffic 1 through 4, inclusive, the proposed project would result in ***less-than-significant*** impacts related to transportation.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
7. BIOLOGICAL RESOURCES Would the proposal result in impacts to: 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)?			✓

The project site has been studied for biological resources, and the following reports have been submitted:

- Draft Wetland Delineation, ECORP Consulting, September 13, 2005
- Special-Status Species Assessment, ECORP Consulting, February 3, 2006
- Biological Resources Report-Gately Property, Gibson & Skordal, February 2006

ENVIRONMENTAL SETTING

The project site is located within the Natomas Basin, which is roughly defined as the area east of the Sacramento River, north of its confluence with the American River. A total of 53,537 acres are included within the basin area, which includes portions of the City of Sacramento, Sacramento County, and Sutter County. Approximately 12, 836 acres of the basin reside within the City of Sacramento boundary

The biological features of the basin have been significantly altered through agricultural activities over the last several decades, although areas containing natural and uncultivated vegetation are located in the vicinity of irrigation canals, drainage ditches, pastures, and uncultivated fields (City of Sacramento 1996). Numerous water conveyance systems operated by Natomas Mutual and RD 1000 are located throughout the basin, which have historically provided water for irrigated rice farming activities in the area. The water and vegetation surrounding these conveyance systems are an important habitat component for wildlife within the basin, providing areas for nesting and feeding, as well as functioning as a migration corridor.

The project site is comprised of leveled non-native grassland in an urbanizing portion of the City of Sacramento. The site has a mean elevation of 15 feet above mean sea level, and is hydrologically isolated from the surrounding terrain. There are fill piles of earthen material along

the western boundary of the site and the northwest corner of the site.

The southern boundary of the site abuts a levee for the canal that connects the East Drainage Canal to the Natomas Main Drainage Canal. The northern boundary of the site abuts Del Paso Road; the western boundary abuts Gateway Park Boulevard; and the eastern boundary abuts light industrial and office developments.

The proposed project is located within the area of the City that is required to comply with all measures identified in the Natomas Basin Habitat Conservation Plan (NBHCP). The NBHCP is a conservation plan supporting application for incidental take permits (ITPs) under Section 10(a)(1)(b) of the Endangered Species Act and under Section 2081 of the California Fish and Game Code. The purpose of the NBHCP is to promote biological conservation in conjunction with economic and urban development within the Permit Areas of the Natomas Basin. The NBHCP establishes a multi-species conservation program to minimize and mitigate the expected loss of habitat values and incidental take of Covered Species resulting from urban development, operation of irrigation and drainage systems, and certain activities associated with The Natomas Basin Conservancy management of its system of reserves established under the NBHCP. Goals of the NBHCP include minimizing incidental take of the Covered Species in the Permit Areas, and providing mitigation for impacts of Covered Activities for Covered Species and their habitat. The NBHCP applies to the 53,537-acre Natomas Basin.

REGULATORY SETTING

Definitions of Special-Status Species

Special-status species are those plants and animals that, because of their recognized rarity or vulnerability to various causes of habitat loss or population decline, are recognized in some fashion by federal, state, or other agencies as deserving special consideration. Some of these species receive specific legal protection pursuant to federal or state endangered species legislation. Others lack such legal protection, but have been characterized as "sensitive" on the basis of adopted policies and expertise of state resource agencies or organizations with acknowledged expertise, or policies adopted by local governmental agencies such as counties, cities, and special districts to meet local conservation objectives. These species are referred to collectively as "special status species" in this report, following a convention that has developed in practice but has no official sanction. The various categories encompassed by the term are presented below:

- plants or animals listed or proposed for listing as threatened or endangered under the federal ESA (50 Code of Federal regulations [CFR] 17.12 [listed plants], 17.11 [listed animals] and various notices in the Federal Register [FR] [proposed species]).
- plants or animals that are candidates for possible future listing as threatened or endangered under the federal ESA (61 FR 40, February 28, 1996);
- plants or animals designated as "special concern" (former C2 candidates) by Region 1 of the U.S. Fish and Wildlife Service (USFWS);
- plants or animals listed or proposed for listing by the State of California as threatened or endangered under the California ESA (14 California Code of Regulations [CCR] 670.5);
- plants listed as rare or endangered under the California Native Plant Protection Act (California Fish and Game Code. Section 1900 et seq.);

- plants that meet the definitions of rare and endangered under CEQA (State CEQA Guidelines, Section 15380);
- plants considered under the California Native Plant Society (CNPS) to be "rare, threatened or endangered in California" (Lists 1A, 1B, and 2 in CNPS 2001);
- plants listed by CNPS as plants about which more information is needed to determine their status and plants of limited distribution (Lists 3 and 4 in CNPS 2001), which may be included as special-status species on the basis of local significance or recent biological information;
- animal species of special concern to CDFG; and
- animals fully protected in California (California Fish and Game Code, Sections 3511 [birds], 4700 [mammals], and 5050 [reptiles and amphibians]).

Wetlands and Waters of the United States

The U.S. Army Corps of Engineers (Corps) has primary federal responsibility for administering regulations that concern "waters of the United States," including wetlands, within the Project Area. The Corps requires that a permit be obtained if a project proposes placing structures within, over, or under navigable waters and/or discharging dredged or fill material into waters of the U.S. below the ordinary high-water mark in non-tidal waters. The Environmental Protection Agency (EPA), U.S. Fish and Wildlife Service (USFWS), National Marine Fisheries Services (NMFS), and other state and local regulatory agencies may provide comment on Corps permit applications.

The state's authority in regulating activities in waters of the U.S. resides primarily with the CDFG and the State Water Resources Control Board (SWRCB). CDFG may provide comments on Corps permit actions under the Fish and Wildlife Coordination Act. CDFG is also authorized under the California Fish and Game Code Sections 1600-1607 to develop mitigation measures and enter into Streambed Alteration Agreements (SAA) with applicants who propose projects that would obstruct the flow of, or alter the bed, channel, or bank of a river or stream in which there is a fish or wildlife resource, including intermittent and ephemeral streams. The SWRCB, acting through the Regional Water Quality Control Board (RWQCB), must certify that a Corps permit action meets state water quality objectives (Section 401, Clean Water Act). California Fish and Game Code Sections 1600-1607 require the notification of CDFG for any activity that could affect the bank or bed of any stream that has value to fish and wildlife. Upon notification, the CDFG has the responsibility to prepare a SAA, in consultation with the project proponent.

In a jurisdictional sense, there are two definitions of a wetland: one definition adopted by the Corps and a separate definition adopted by the state of California. Under normal circumstances, the federal definition of wetlands requires three wetland identification parameters (hydrology, soils, and vegetation) to be met, whereas the state adopted definition requires the presence of at least one of these parameters. For this reason, identification of wetlands by the CDFG consists of the union of all areas that are periodically inundated or saturated, or in which at least seasonal dominance by hydrophytes may be documented, or in which hydric soils are present. The CDFG does not normally have direct jurisdiction over wetlands unless they are subject to jurisdiction under an SAA or they support state-listed endangered species; however, the CDFG has trust responsibility for wildlife and habitats pursuant to California law.

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
- Violation of the Heritage Tree Ordinance (City Code 12.64.040).

ANSWERS TO CHECKLIST QUESTIONS

QUESTION A

A special status species assessment was conducted by ECORP Consulting on the majority of the project site, and by Gibson & Skordal on the remaining 19 acres. The assessments included field investigations and review of literature, including the California Department of Fish and Game Natural Diversity Data Base (NDDB).

The proposed project could affect the following species:

Valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*). This species occurs in riparian and other woodland communities in California's Central Valley and associated foothills. Female beetles lay their eggs in crevices on the stems or on the leaves of living elderberry plants. When the eggs hatch, the larvae bore into the stems.

Although no elderberry shrubs were observed on the project site during the field survey, the site is located within the known geographic range of the Valley Elderberry Longhorn Beetle (VELB). Project development could impact the VELB, and this would be a ***significant*** impact. The following mitigation measure would reduce the impact to a ***less-than-significant*** level:

Bio 1: Prior to ground disturbance, a qualified biologist shall conduct a focused survey of the project site to identify the presence of elderberry plants. In the event any elderberry plants are identified, the applicant shall either avoid impacts to such plants, or obtain the required take permit(s) from the U.S. Fish and Wildlife Service.

Giant garter snake (*Thamnophis gigas*)

The giant garter snake (GGS) is listed as a federally threatened species under the Federal Endangered Species Act and the California Endangered Species Act. It is a large aquatic snake that can reach lengths of 4.5 feet or greater, and is endemic to wetland habitat of the Central Valley. Historically this species was observed from Butte County south to Bakersfield. While the current population distribution for GGS is concentrated within the Sacramento Valley,

small isolated populations exist within the San Joaquin Valley (U.S. Fish and Wildlife and California Department of Fish and Game 2003). GGS activities within the Natomas Basin are strongly linked to agricultural activities. One CNDDB record for GGS is located in the northeast corner of the project site and an additional 30 records are located within five miles of the projects site. Use of Fisherman's Lake by GGS has also been documented by U.S. Geological Survey (Wylie 2000).

GGS typically enter suitable hibernation sites, such as burrows, rubble piles, or canal banks during October, and emerge in late March or early April. They may utilize canals that retain water throughout the summer months, which also contain adequate emergent vegetation that provides cover, and these canals must also have an abundant food supply such as small fish, tadpoles, and frogs. Although drainage canals exist within the project area, current canal maintenance activities, such as vegetation removal, have rendered many canals unsuitable habitat for the GGS. Rice fields with significant growth provide cover for wildlife and may also be used by GGS. However, GGS will move away from fields after they have been drained prior to harvesting. At this time the snake moves back to the canal habitat area where they may find prey stranded in isolated pools of water.

Daily activities of the GGS generally include emerging from burrows after sunrise to bask and warm its internal temperature, which will allow for foraging and courting activities that take place throughout the rest of the day. They can travel up to five miles over the course of a few days, but typically move between 0-30 meters a day.

The habitat requirements of the GGS include agricultural wetlands and other waterways such as irrigation and drainage canals, flooded rice fields, marshes, sloughs, ponds, small lakes, low gradient streams, and adjacent uplands of the Central Valley. Population declines have resulted from through the reduction in available habitat and habitat fragmentation.

Most important to GGS's survival is the availability of permanent water sources that contain emergent vegetation as well as an abundant food supply. Suitable overwintering habitat should also be located in close proximity to its foraging habitat. This species of snake is commonly observed in close proximity to a combination of permanent and seasonal freshwater sources. Because of the scarce availability of natural permanent marsh habitat within the Basin, GGS has adapted to survive in the inundated rice fields and their associated irrigation and drainage canals. Recent population estimates for the GSS within the Natomas Basin is 277 (U.S. Fish and Wildlife Service and California Department of Fish and Game, 2003).

Suitable GGS habitat and a CNDDB record are located adjacent to the drainage canal along the southern boundary of the project site and numerous CNDDB records exists within five miles of the site.

Swainson's hawk (*Buteo swainsoni*)

Swainson's hawk is a state threatened species, and is known to occur throughout the Central Valley. Typically this species is present in California during the breeding season (April through August) and winters outside of the U.S. in Mexico and South America, although some records

exist of them wintering in the Sacramento-San Joaquin Delta. Although the Swainson's hawk population is considered to be declining (California Department of Fish and Game 1988 and 1992), the Central Valley's breeding population has remained stable over the last decade (Estep 2000). There are 49 CNDDB records for Swainson's hawk within five miles of the project site (Appendix C).

Swainson's hawks are opportunistic foragers, feeding on prey such as small rodents and insects from fields, pastures and grasslands adjacent to their nest. They prefer to nest in large trees such as valley oak (*Quercus lobata*), cottonwood (*Populus fremontii*), or willow (*Salix goodingii*) which provide a wide view of their foraging area, although they will select smaller trees if large trees are unavailable. Nesting sites are often located in riparian areas and are generally associated with agricultural fields including hay, grain, row crops, rice, vineyards, and fallow fields. Most Swainson's hawk sightings within the Natomas Basin have occurred along the Sacramento River where large trees are available, and 24 known nesting sites have been identified within the Basin (U.S. Fish and Wildlife and California Department of Fish and Game 2003).

Two Swainson's hawks were observed foraging over the project site during the biologist's site visit. The NBHCP Conservation Strategy is to both preserve Swainson's hawk habitat adjacent to the Sacramento River and enhance and expand the hawk's habitat by ensuring the availability of suitable nesting trees and groves located near upland foraging habitat. Impacts to Swainson's hawks will be reduced through compliance with requirements of the NBHCP and through identification of active raptor nests during a raptor survey conducted within 30-days of the project commencing construction activities.

Burrowing Owl (*Athene cunicularia*)

Although not currently listed under the Federal or California Endangered Species Acts, the burrowing owl is considered a Species of Concern by the USFWS. This small raptor is considered a year-long resident of California, and nests in ground burrows vacated by ground squirrels, or other artificial structures such as culverts or debris piles. Its preferred habitat is open, dry grasslands and desert habitats of the Central Valley, California deserts, and coastal areas. The reduction of prey items including ground squirrels and other small rodents is thought to have contributed to the decline of this species, as well as the fragmentation of its habitat.

Three occurrences of this species are reported in the 2001 CNDDB for the Natomas Basin., and four CNDDB records exist within five miles of the site (Appendix C). Burrowing owls were observed roosting near a potentially active burrow during the biologist's site visit. A preconstruction nesting raptor survey would be required prior to any construction activity on the site.

The following mitigation measures will be implemented and will reduce impacts to special-status species and their habitat to a less than significant level.

Biological Resources 1: The project applicant/developer shall complete the pre-construction surveys for potential special-status species not less than 30 days or more than 6 months prior to construction activities in accordance with the 2003 NBHCP. The pre-construction survey shall be conducted by a qualified biologist, botanist, or related expert. The site will be surveyed for giant garter snake, Swainson's hawk, and burrowing owl.

Biological Resources 2: The project applicant/developer shall further: (i) comply with all requirements of the 2003 NBHCP, together with any additional requirements specified in the NNCP EIR; (ii) comply with any additional mitigation measures identified in the NBHCP EIR/EIS; and (iii) comply with all conditions of the ITPs issued by the USFWS and CDFG.

Biological Resources 3: For sites that contain GGS habitat, the project area will be surveyed for the presence of GGS no more than 24 hours prior to the start of construction activities (site preparation or grading). If construction activities stop for a period of two weeks or more a new GGS survey will be completed no more than 24 hours prior to resuming these activities. Clearing will be confined to the minimal area necessary to facilitate construction activities. GGS habitat within and adjacent to the project site will be designated with flags as an "Environmentally Sensitive Area" to ensure avoidance by construction personnel. The project developer will ensure all construction personnel associated with the project are alerted to the location of the protected habitat.

Biological Resources 4: Construction personnel conducting site preparation and grading operations will receive environmental awareness training that is approved by USFWS. This training will provide workers on instructions for identifying GGS and their habitat, and the procedures to follow if GGS is encountered on site during construction activities. At this time an on-site biological monitor will be selected in accordance with U.S. Fish and Wildlife Service requirements.

Biological Resources 5: If a live GGS is found during construction activities, the USFWS and the assigned biological monitor will immediately be notified. Escape routes for giant garter snake should be determined in advance of construction, and flagged for easy identification. The biological monitor or his/her assignee shall do the following:
Stop construction in the vicinity of the snake. Monitor the snake and allow it to leave the area on its own. The monitor should remain in the area for the remainder of the work day to ensure the snake is not harmed, or if it does leave the site, that it does not return.

Escape routes for the snake should be determined in advance of construction and snakes should be allowed to leave on their own. If the snake does not leave within one working day, further consultation with USFWS is required.

Biological Resources_6: GGS may use fill or construction debris as an over-wintering site. Upon completion of construction activities all excess fill and/or construction debris will be removed from the site. If the material is located near undisturbed GGS habitat, it will be removed between October 1 and April 30, and inspected by a qualified biologist to ensure that GGS is not using the material for hibernation.

Material that could entangle snakes (i.e. plastic, monofilament, jute, or similar erosion control matting) will not be placed within 200 feet of snake aquatic habitat. Substitutions for these materials include coconut coir matting, tactified hydroseeding compounds or other materials approved by the USFWS.

Biological Resources 7: If burrowing owls are found to be using the site for foraging or nesting, a program for removal will be agreed to by the City of Sacramento and the developer prior to initiation of any physical disturbance on the site. USFWS and CDFG shall be contacted regarding suitable mitigation, which may include a 300-foot buffer from the nest site during the breeding season (February 1 – August 31), or a relocation effort for the owls if: 1) the birds have not begun egg-laying and incubation; or 2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival. If relocation of the owls is approved for the site by USFWS or CDFG, a qualified biologist will prepare a plan for relocating the owls to a suitable site.

If on-site avoidance is required, the location of the buffer zone will be determined by a qualified biologist. The buffer zone shall be marked with yellow caution tape, stakes, or temporary fencing, and maintained throughout the construction period.

QUESTION B

The project site consists primarily of non-native annual grassland, consisting of species such as yellow start thistle, soft brome, ripgut brome, wild oats and ryegrass. (ECORP, p. 9; Gibson & Skordal, p. 3). No heritage trees are present. Any impact would be ***less than significant***.

QUESTION C

A wetland delineation was conducted by ECORP Consulting on the majority of the project site, and by Gibson & Skordal on the remaining 19 acres. Each of the studies confirmed that it was conducted in accordance with the Corps of Engineers Wetlands Delineation Manual, and each

study concluded that no wetlands were present. (ECORP, p. 9; Gibson & Skordal, p. 3) Impacts to wetlands resources would be ***less than significant.***

FINDINGS

With incorporation of the Mitigation Measures listed above, the impacts of the proposed project on biological resources would be less than significant.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
8. ENERGY Would the proposal result in impacts to: 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

Gas. Gas service is supplied to the City of Sacramento and the project site by Pacific Gas and Electric (PG&E). 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).

Electricity. Electricity is supplied to the City of Sacramento and the project site by the Sacramento Municipal Utility District (SMUD). 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.

Underground Service Alert (USA). The City of Sacramento is a member of the USA one-call program. Under this program, the Contractor is required to notify the USA 48 hours in advance of performing excavation work. The developer has the responsibility for timely removal, relocation, or protection of any existing utility services located on the site of any construction project.

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 THROUGH C

Electric and natural gas power supplies are deemed sufficient to serve the project site. No additional power sources would be required. Operation of the project once completed would not represent a significant impact on power supplies, as it is consistent with planned residential uses in the adopted General Plan.

The proposed project is also required to meet State Building Energy Efficient Standards (Title 24) and will have energy conservation measures built into the project.

Therefore, the project's impact to energy sources is expected to be ***less-than-significant.***

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

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

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
9. HAZARDS *Would the proposal involve:* 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

Physical Setting

The proposed project site was likely used for grazing and/or limited agricultural use prior to the development of the surrounding neighborhood. Various chemicals may have been used on the site or in the vicinity for agricultural production; however, there is no evidence of soil contamination.

Regulatory Setting

Federal Regulations

The principal federal regulatory agency responsible for ensuring the safe use and handling of hazardous materials is EPA. Key federal legislation pertaining to hazardous wastes is described below. Other applicable federal regulations are contained primarily in 29, 40, and 49 CFR.

Resource Conservation and Recovery Act. The Resource Conservation and Recovery Act enables EPA to administer a regulatory program that extends from the manufacture of hazardous materials to their disposal, thus regulating the generation, transportation, treatment, storage, and disposal of hazardous waste at all facilities and sites in the nation.

Comprehensive Environmental Response, Compensation, and Liability Act. The Comprehensive Environmental Response, Compensation, and Liability Act (also known as Superfund) was passed to facilitate the cleanup of the nation's toxic waste sites. In 1986, the act was amended by the Superfund Amendment and Reauthorization Act Title III (community right-to-know laws). Title III states that past and present owners of land contaminated with hazardous substances can be held liable for the entire cost of the cleanup, even if the material was dumped illegally when the property was under different ownership.

State Regulations

California regulations are equal to or more stringent than federal regulations. EPA has granted California primary oversight responsibility for administering and enforcing hazardous waste management programs. State regulations require planning and management to ensure that hazardous wastes are handled, stored, and disposed of properly to reduce risks to human and environmental health. Several key laws pertaining to hazardous wastes are discussed below.

Hazardous Materials Release Response Plans and Inventory Act of 1985. The Hazardous Materials Release Response Plans and Inventory Act, also known as the Business Plan Act, requires businesses using hazardous materials to prepare a plan that describes their facilities, inventories, emergency response plans, and training programs. Hazardous materials are defined as raw or unused hazardous materials that are part of a process or manufacturing step. They are not considered hazardous waste. Health concerns pertaining to the release of hazardous materials, however, are similar to those relating to hazardous waste.

Hazardous Waste Control Act. The Hazardous Waste Control Act created the state hazardous waste management program, which is similar to, but more stringent than, the federal Resource Conservation and Recovery Act program. The act is implemented by regulations contained in 26 CCR, which describes the following required aspects for the proper management of hazardous waste:

- identification and classification;
- generation and transportation;
- design and permitting of recycling, treatment, storage, and disposal facilities;
- treatment standards;
- operation of facilities and staff training; and
- closure of facilities and liability requirements.

These regulations list more than 800 materials that may be hazardous and establish criteria for identifying, packaging, and disposing of such waste. Under the Hazardous Waste Control Act and 26 CCR, the generator of hazardous waste must complete a manifest that accompanies the waste from generator to transporter to the ultimate disposal location. Copies of the manifest must be filed with the California Department of Toxic Substances Control.

Emergency Services Act. Under the Emergency Services Act, the state developed an emergency response plan to coordinate emergency services provided by federal, state, and local agencies. Rapid response to incidents involving hazardous materials or hazardous waste is an important part of the plan, administered by the California Office of Emergency Services. The office coordinates the responses of other agencies, including EPA, the California Highway Patrol (CHP), RWQCBs, air quality management districts, and county disaster response offices.

STANDARD REGULATORY REQUIREMENTS

Hazardous or contaminated materials may only be removed and disposed from the project site in accordance with the following provisions:

A. All work is to be completed in accordance with the following regulations and requirements:
    1. Chapter 6.5, Division 20, California Health and Safety Code.
    2. California Administration Code, Title 22, relating to Handling, Storage, and Treatment of Hazardous Materials.
    3. City of Sacramento Building Code and the Uniform Building Code, 1994 edition.

B. Coordination shall be made with the County of Sacramento Environmental Management Department, Hazardous Materials Division, and the necessary applications shall be filed.

C. All hazardous materials shall be disposed of at an approved disposal site and shall only be hauled by a current California registered hazardous waste hauler using correct manifesting procedures and vehicles displaying a current Certificate of Compliance. The Contractor shall identify by name and address the site where toxic substances shall be disposed of. No payment for removal and disposal services shall be made without a valid certificate from the approved disposal site that the material was delivered.

D. None of the aforementioned provisions shall be construed to relieve the Contractor from the Contractor's responsibility for the health and safety of all persons (including employees) and from the protection of property during the performance of the work. This requirement shall be applied continuously and not be limited to normal working hours.

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; or
- expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities.

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A AND C

No hazardous substances or noxious uses would be permitted on the site. Construction of the proposed project may involve minor amounts of hazardous substances, however required

compliance with Standard Regulatory Requirements indicated above would reduce any impacts to less than significant.

QUESTION B

The proposed project is not anticipated to interfere with an emergency evacuation plan. The project design will be required as a condition of approval by the City's Development Services Department, Development Engineering & Finance Division, and the Fire Department, to include adequate ingress and egress access to all proposed residential lots, and all driveways, curbs sidewalk and gutters will be required to meet the specifications of the City's design manual for public improvements. Therefore, the project would have less than significant impacts to emergency evacuation plans.

QUESTION D

According to historical information, the project site has been used for agricultural purposes from at least 1937 until at least 1985. Phase 1 and Phase 2 Environmental Site Assessments were completed for the project site to determine if contamination to the subsurface from pesticides and herbicides had occurred. Additionally, the potential for asbestos-containing transite irrigation pipes below the surface was assessed. The field work for the assessments included trenching and soil sampling. Based on the results of the field and laboratory investigation, the assessments concluded that agricultural chemical reside and TPH-cc does not occur in the soil above the Practical Quantification Limit (PQL). Additionally, no transite irrigation pipes were uncovered in the trenching activities. Therefore, further assessment was not recommended.

QUESTION E

The proposed project would convert the project site to urban uses, including installation of road and landscaping improvements, residential dwellings, office and light industrial uses and a park site. The development would reduce the exposure due to grass or wildland fires, and all structures would be constructed to comply with current fire codes. The impact would be ***less-than-significant***.

MITIGATION MEASURES

No mitigation is required.

FINDINGS

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

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

ACOUSTICAL TERMINOLOGY

Noise may be defined as unwanted sound.

Sound is defined as an pressure variation in air that the human ear can detect. If the pressure variations occur frequently enough (at least 20 times per second) they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound, and is expressed as cycles per second, or Hertz (Hz).

Sound levels are usually measured on a logarithm scale and expressed in decibels (dB) with 0 dB being the threshold of hearing. Decibel levels range from 0 to 140. Typical examples of decibel levels would be a low decibel level of 50 dB for light traffic to a high decibel level of 120 dB for a jet takeoff at 200 feet. The human ear cannot detect changes of less than 3dB.

The perceived loudness of sound depends on many factors, including the sound pressure level, frequency and the sensitivity of the receiver.

The decibel scale can be adjusted for community noise impact assessment to consider the additional sensitivity to different pitches (through the A-weighting mechanism) and to consider the sensitivity during evening and nighttime hours (through the Community Noise Equivalent Level and Day-Night Average). Community noise is commonly described in terms of the "ambient" noise level, which is defined as the all-encompassing noise level associated with a given noise environment, and is measured by the L_{ea} which is an average, or equivalent, noise level.

The day-night average sound level (L_{dn}) represents sound exposure averaged over a 24-hour period. L_{dn} values are calculated using hourly L_{eq} values, with the L_{eq} values for the nighttime period (10:00 P.M.-7:00 A.M.) increased by 10 dB to reflect the greater disturbance potential from nighttime noises. Sounds that occur in the late night and early morning hours are perceived as being louder than the same sound heard during daytime hours.

ENVIRONMENTAL SETTING

The project site is vacant, and is located at the southeast corner of the intersection of Del Paso Road and Gateway Park Boulevard. The major noise source affecting the project site is roadway noise from the adjoining roads.

STANDARDS OF SIGNIFICANCE

Thresholds of significance are those established by the Title 24 standards and by the City's General Plan Noise Element and the City Noise Ordinance. 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;
- Residential interior noise levels of L_{dn} 45 dB or greater caused by noise level increases due to the project;
- Construction noise levels not in compliance with the City of Sacramento Noise Ordinance;
- Occupied existing and project residential and commercial areas are exposed to vibration peak particle velocities greater than 0.5 inches per second due to project construction;
- Project residential and commercial areas are exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations; and
- Historic buildings and archaeological sites are exposed to vibration peak particle velocities greater than 0.25 inches per second due to project construction, highway traffic, and rail operations.

ANSWERS TO CHECKLIST QUESTIONS

QUESTION A

Short-term Construction Noise Impacts. Temporary increases in noise levels would occur during construction of the proposed project. Construction activities would require heavy equipment for grading and paving, and construction of infrastructure and structures on the project site would result in sounds normally associated with such activities. Generally, noise levels at construction sites can vary from 65 dBA to a maximum of nearly 90 dBA when heavy equipment is used nearby. Construction noise would be intermittent, and noise levels would vary depending on the type of construction activity. Construction noise would be audible to nearby residents. However, construction noise is exempt from the City of Sacramento Noise Ordinance, provided that construction is limited to the hours between 7:00 a.m. and 6:00 p.m., Monday through Saturday, and between 9:00 a.m. and 6:00 p.m. on Sundays. A notation must be placed on the construction plans, which indicates that the operation of construction equipment shall be restricted to the hours listed above. All internal combustion engines in use on the project must be equipped with original manufacturers' silencers or their after market equivalents, in good working order (as required by City Ordinance).

Long-term Operational Noise Impacts. New residential uses as proposed in the project would generate sounds normally associated with residential uses, including outdoor activities in yards, barking dogs and vehicle traffic on local streets. Commercial uses would be located at the northeast corner of the project, and light industrial uses on the eastern boundary, and these would generate sounds that would vary depending on the specific use engaged in by the occupant. A park would be located in the central portion of the project site, and would generate sounds associated with the use of the park by residents.

The proposed land uses would increase noise levels in the vicinity consistent with other similar residential and commercial uses already developed in the general area. These activities are similar to noise from nearby uses and are consistent with residential uses as proposed in the General Plan and North Natomas Community Plan designations for the site. Therefore, the long-term noise impact from the proposed project on adjacent uses is expected to be ***less than significant.***

QUESTION B

The proposed project includes residential, park, employment center and light industrial land uses. Residential uses are located along Del Paso Road and Gateway Park Boulevard. Back yards of some residences will be located adjacent to these roadways, and exteriors of condominiums will be exposed to Del Paso Road.

The park site is located in the central portion of the project site. The employment center uses at the northeast corner of the project site will be exposed to traffic noise from Del Paso Road; light industrial uses will be located south of Del Paso Road and the employment center property.

An Environmental Noise Assessment for the proposed project was conducted by Bollard Acoustical Consultants (October 31, 2005) ("Noise Study"). The Noise Study identified noise from Del Paso Road and Gateway Park Boulevard as significant noise sources that would affect the project site.

Standards for evaluating noise exposure vary depending on the land use affected by noise.

Employment Center uses: The noise standard of significance applied to office buildings and commercial and professional business buildings is 65 dB L_{dn}, and levels of 65 to 80 dB are conditionally acceptable. (General Plan, p. 8-27) In the case of levels that are conditionally acceptable, the General Plan provides that new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design.

The proposed project does not include proposals for development of the employment center parcel. The Noise Study indicates that the parcel could be exposed to noise levels in the 65 to 70 dB range, and the impact could, therefore, be significant. Mitigation Measure Noise 1, set forth below, would require a noise analysis for the specific use when proposed as required by the General Plan.

The Employment Center allowable uses include a variety of uses that could generate noise that would be incompatible with the adjacent residential uses. The noise analysis required in Mitigation Measure Noise 1 would also require analysis of the effects of the proposed use on the adjacent condominiums. Any uses initiated on the parcel would, in addition, be required to comply with the City's noise ordinance and regulations. With implementation of the mitigation measure, this impact would be ***less than significant.***

Light industrial uses: The noise standard of significance applied to light industrial land uses depends on the specific land use proposed. Light industrial uses could include office and commercial uses, and these are subject to a 65 dB standard. (General Plan, p. 8-27)

The northern boundary of the light industrial parcel is approximately 700 feet south of Del Paso Road, the major noise source that would affect the parcel. The Noise Study indicates that the 60 dB contour is located 442 feet south of Del Paso Road, and the light industrial parcel would not, therefore, be exposed to noise in excess of the applicable threshold.

The allowable uses in the M-1 (PUD) light industrial zone include a variety of uses that could generate noise that would be incompatible with the adjacent residential uses. The noise analysis required in Mitigation Measure Noise 2 would also require analysis of the effects of the proposed use on the adjacent condominiums. Any uses initiated on the parcel would, in addition, be required to comply with the City's noise ordinance and regulations. With implementation of the mitigation measure, this impact would be ***less than significant.***

Park: The noise standard of significance applied to playgrounds and neighborhood parks is 70 dB. (General Plan, p. 8-27) The park proposed with the project would be located in the center of the project site. The park's northern boundary is approximately 1,000 feet south of Del Paso Road, and the western boundary is located approximately 1,000 feet east of Gateway Park Boulevard. As noted, the 60 dB contour is located 442 feet south of Del Paso Road; the Noise Study concluded that the 60 dB contour would be located 193 feet from Gateway Park Boulevard. The Noise Study estimated that the noise level at the park would be 52 dB. (Noise Study, p. 7) The park would not be exposed to noise levels in excess of the threshold, and the impact would be ***less than significant***.

Residential uses: The noise standard of significance applied to residential dwellings is 60 dB for exterior, and 45 dB for interior. Single-family residences would be located along Del Paso Road and Gateway Park Boulevard, and some residences would have rear yards adjacent to those roadways. The standard is applied for these residences to noise levels at the property line.

The condominiums would be adjacent to Del Paso Road, and some of the units would face Del Paso Road. The intent of the noise standard is to allow for an outdoor area where individuals can relax and conduct outdoor activities, and this is provided, in the case of the condominiums, by the park space included in the project. Indoor noise levels for residences in the proposed project, including the condominiums, is addressed

The Noise Study indicated that noise levels at the property line along Del Paso Road could be 69 dB, and 65 dB at the property line along Gateway Park Boulevard. For single-family detached residences along these roadways, the impact from traffic noise levels would be significant. Mitigation Measure Noise 3, set forth below, would require the construction of a soundwall along the Del Paso Road and Gateway Park Boulevard property lines, and would reduce the noise levels experienced at the property line, and would reduce the impact to a ***less-than-significant*** level.

The Noise Study indicated that future traffic noise levels at the nearest residences to Gateway Park Boulevard would be approximately 65 dB Ldn. Due to reduced ground absorption of sound at elevated locations, traffic noise levels would be 2-3 dB higher at upper floor facades than at unshielded first floor facades. Using a conservative approach, a building façade noise reduction of 23 dB would be required at the unshielded second-story facades adjacent to Gateway Park Boulevard to achieve an interior noise level of 45 dB Ldn.

Standard residential construction results in an exterior-to-interior noise level reduction of approximately 25 dB with doors and windows closed, and approximately 15dB with doors and windows open. Standard construction would be acceptable at all first and upper floor facades adjacent to Gateway Park Boulevard provided that mechanical ventilation/air conditioning is included to allow occupants to close doors and windows to achieve the desired acoustical isolation. Mitigation Measure Noise 4 requires the installation of air conditioning systems in all residential units, and would reduce the impact to a ***less-than-significant*** level.

The Noise Study indicated that future traffic noise levels at the nearest residences to Del Paso Road would be approximately 69 dB Ldn at the first-floor building façade, and approximately 71-72 dB Ldn at upper-floor facades. Therefore, standard residential construction may not be sufficient to reduce future traffic noise levels to a level that complies with the interior noise level standard of 45 dB Ldn. In order to ensure that future interior noise levels meet this standard, the Noise Study recommends that residences located adjacent to Del Paso Road should have windows with a minimum STC rating of 30 installed at the east, north and west facades. Mitigation Measure Noise 5 implements this recommendation, and would reduce the impact to a ***less-than-significant*** level.

MITIGATION MEASURES

Noise 1: Prior to issuance of a building permit for any building proposed for construction in the Employment Center zone shall submit a noise analysis that identifies the noise exposure due to traffic, and the noise that could be generated by the proposed use. The analysis shall identify any noise reduction requirements and noise insulation that is needed to ensure that the interior spaces shall not be exposed to noise in excess of 45 dB L_{dn}. The noise analysis shall identify any design or site modifications that are required to avoid generation of noise that would exceed 60 dB L_{dn} at the property line.

Noise 2: Prior to issuance of a building permit for any building proposed for construction in the Employment Center zone shall submit a noise analysis that identifies any design or site modifications that are required to avoid generation of noise that would exceed 60 dB L_{dn} at the property line.

Noise 3: Prior to issuance of any residential occupancy permit, the applicant shall construct a barrier 9 feet in height at the property line of residences adjacent to del Paso Road, and 6 feet in height at the property line of residences adjacent to Gateway Park Boulevard. The height of the barrier shall be measured relative to the building pad height of the respective parcels. Barrier materials shall be restricted to concrete or masonry block, precast concrete, earthen berm or any combination thereof. Any other proposed material shall be submitted for approval with a report from an acoustical consultant describing the properties of the proposed material and the efficiency of noise reduction compared to the permitted materials.

Noise 4: All residential units shall be equipped with air conditioning sufficient to adequately cool the residential unit in summer conditions with doors and windows closed.

Noise 5: All window openings on the west, north and east facades in residential units located adjacent to Del Paso Road shall be constructed with windows rated STC 30 or better.

FINDINGS

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

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

Environmental Setting

Fire Protection. The Sacramento Fire Department operates approximately 21 stations in the City of Sacramento. Fire stations are located so as to provide a maximum effective service radius of two miles (SGPU DEIR, M-1). This service radius virtually assures blanket coverage of the City.

Police Protection. The City Police Dept provides police protection for areas within the City limits, including the project site.

Schools. The project site is located in the Natomas Unified School District (NUSD) attendance area. Students residing in the proposed project would attend the following schools:

High school: Inderkum High School located at Natomas Boulevard and Del Paso Road, approximately 2/3 mile west of the project site.

Middle School: Natomas Middle School, approximately 2 miles east of the project site.

Elementary School: Natomas Park Elementary School, located north of Del Paso Road approximately ¼ mile north of the project site.

Other public services in the area include library services. The Sacramento Public Library, which serves the area, is a Joint Powers Authority (JPA) and is comprised of the County and City of Sacramento.

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.

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A THROUGH E

The project area is located within the boundaries of the Natomas Unified School District, and the identified site was offered to the District in the event the District identified a need for a school in this area. The District has indicated that it does not need a school site in this location. (Correspondence from Natomas Unified School District, DATE)

The students that would be generated by residential development as proposed in the project would attend schools within the Natomas Unified School District. The District has adequate capacity at the affected schools to receive the students without overcrowding. The District has planned for future growth in the area and does not anticipate overcrowding in the future. (Pers. comm., Frank Harding, Jr., 2/8/06) The applicant would pay impact fees for school purposes, and any project impact would be ***less than significant***.

The proposed project would require amendments to the General Plan and North Natomas Community Plan to re-arrange land uses on the project site. The proposed density and type of development, however, are generally consistent with the existing General Plan and community plan designations, and development as proposed was anticipated in the General Plan and community plan. The project impacts on public services would not be greater than those previously analyzed for cumulative analyses in the environmental documents for the General Plan and North Natomas Community Plan. Further discussion of the cumulative impact of the proposed project is not required. (CEQA Guidelines Sections 15130(e); 15183(j))

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
12. UTILITIES *Would the proposal result in the need for new systems or supplies, or substantial alterations to the following utilities:* 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

Water Supply/Treatment. The City provides water service to the project area from surface water sources.

Sanitary and Storm Sewers. The proposed project site is within the service area of County Sanitation District 1 (CSD-1), and wastewater is treated by the Sacramento Regional County Sanitation District. CSD-1 provides wastewater collection and conveyance to the urbanized, unincorporated areas of Sacramento County, the Cities of Citrus Heights and Elk Grove, and portions of the Cities of Sacramento and Folsom. Wastewater from CSD-1 is discharged into the SRCSD interceptor system and treated at SRCSD's Sacramento Regional Wastewater Treatment Plant (SRWTP). The existing CSD-1 service area covers approximately 270 square miles and serves over 750,000 people.

Solid Waste. The Solid Waste Removal Division within the Dept. of Public Works is responsible for collecting solid waste, sweeping the streets, and abating 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 stormwater that would exceed the capacity of the stormwater system.

ANSWERS TO CHECKLIST QUESTIONS

QUESTION A

The project would not result in the need for new communications systems or result in a detriment to existing microwave, radar or radio transmissions. Additional infrastructure may be provided by SBC, Comcast or other local telecommunication networks to provide services to residences and businesses on the site, but such infrastructure would not be detrimental any critical communication systems involving microwave, radar or radio transmissions. Therefore, a ***less-than-significant*** impact to communication systems is expected.

QUESTIONS B AND C

The land uses and densities proposed in the project are generally consistent with a planned mix of residential and office uses identified in the General Plan and North Natomas Community Plan for the project site. The project would not exceed the capacity of existing available water supply or require new treatment and distribution facilities. The applicant would be required as a condition of approval to conduct a water supply test, and any additional studies or improvements, in order to ensure adequate fire flow requirements. The proposed project's impact on water supply and treatment is ***less than significant.***

QUESTION D

The proposed project site is within service area of County Sanitation District No. 1, which collects and transports wastewater to regional treatment facilities operated by the Sacramento Regional County Sanitation District (SRCSD). The project site is served with a 15" trunk line that is adequate to serve the proposed development. The project proponent would be required to install the required infrastructure, which is a normal part of project development. Wastewater would be collected at an interim pump station and routed via a force main to an existing 24" trunk. A 15" trunk line serves the project site. (Wendy Haggard, pers. comm.. 2/2/2006).

CSD 1 currently has adequate capacity to serve the proposed project. The project is in an area in which service demands are expanding, and CSD 1 is planning for future needs in the area. CSD 1 is engaged in planning, funding and design of future sewer collectors that would serve the project area and other anticipated development.

The proposed project site is located in the UN Natomas East Trunk Shed identified by CSD 1, which will be served by a major trunk sewer that would connect with another trunk that has already been constructed. Both trunks would ultimately connect to Section 1 of the Upper Northwest Interceptor. The Upper Northwest Interceptor is scheduled for completion in 2008. Until completion, interim facilities consisting of a pump station connecting the area to the existing trunk sewer just east of the East Drainage Canal and north of North Market Boulevard would hand wastewater flows. (CSD 1 Master Plan, Appendix 1)

The planned system will be adequate to serve the proposed project and other development that is anticipated in the service area. (CSD 1, W. Haggard, pers. comm.. 2/2/2006)

Development of the project site in the manner proposed in the project is consistent with the development anticipated and planned for by CSD 1. The improvements planned by CSD 1 are considered projects under the California Environmental Quality Act (CEQA) and are subject to public review and comment. Development of the project site as proposed has been included in planning for future facilities, and the project would, therefore, have a ***less-than-significant*** impact on wastewater services.

QUESTION F

The project would generate solid waste that would be disposed of in landfills. Solid waste would be generated by residences proposed for the project.

The impacts of commercial businesses and light industrial activities that would be proposed for future construction have not been considered because specific uses have not been identified, and the amount of solid waste generated by such uses can vary widely. At the time specific uses are proposed, the applicant would require a Special Permit, and the impacts of solid waste generation would be considered at that time.

The estimated solid waste generated by the project is shown below in Table X:

Table X
Solid Waste Generation

Land Use	Waste generation Rate (per day)	Proposed Project	Solid Waste generated (lbs/day)	Solid Waste Generated (tons/year)
Residences: Detached	2.5 lbs/unit	721 units	1,802 lbs/day	328 tons/yr.
Residences: Condominiums/Apartments	8.0 lbs/unit	231 units	1,848 lbs/day	337 tons/yr
Commercial	1.0 lb per 100 sf	101,900 sq. ft.	1,019 lbs/day	185 tons/yr
Light Industrial	2.0 lb per 100 sf	109,800 sq. ft.	2,196 lbs/day	401 tons/yr
TOTAL				1,251 tons/yr

Source: South 65th Street Area Plan, Draft EIR, Sacramento, July 2004
Note: It is anticipated that all green waste from parks is mulched/recycled and does not make its way through the waste stream to landfills.

The California Integrated Waste Management Act of 1989 (AB 939) mandated that cities develop source reduction and recycling plans, with a goal to divert 50 percent of the waste stream from going to the landfills by the year 2000. To comply with AB 939, the City of Sacramento's Comprehensive Zoning Ordinance has provisions pertaining to solid waste recycling. The plan requires that all non-residential and residential development prepare and submit a recycling program with the planning application and before issuance of a building permit. This requirement would ensure that recycling efforts are implemented with the project.

The City has, in compliance with the Act, adopted a Source Reduction Recycling Element, and has adopted programs to achieve the goals set forth in the Element including curbside recycling, drop-off and buy-back centers and compost programs.

Project conditions would require that condominium projects such as those proposed for the project site be supplied with adequate space for both trash and recycling.

The City collects all residential solid waste, while collection of commercial waste is performed by both City and private haulers. Residential and commercial solid waste collected by the City is transported to the Sacramento recycling and Transfer Station at 8491 Fruitridge Road, and is then transported via larger vehicles to a landfill selected by the operation of the transfer station, currently the Lockwood Regional Landfill in Sparks, Nevada. The City has also contracted with the County of Sacramento to deliver some solid waste to the County's North Area Transfer Station in North Natomas, and the City has initiated plans to construct a transfer station of its own in North Natomas.

Commercial waste not collected by the City is disposed of at a variety of facilities, including the Sacramento County Kiefer Solid Waste Landfill, Yolo County Landfill, Forward Landfill, L and D Landfill, and several privately run transfer stations.

The Lockwood regional Landfill is a Class I landfill that currently accepts an average of 7,700 tons/day, 800 tons of which comes from the City of Sacramento. Lockwood Landfill does not have a maximum daily disposal limit, and it has a remaining capacity of 32.5 million tons. The landfill currently operates on a 550-acre site, and has initiated a process to expand to 1,100 acres.[2]

Disposal of solid waste from the City of Sacramento generally does not impact capacity at receiving landfills because the waste is widely distributed among a variety of landfills. The project would be required to comply with the City's Ordinance (Chapter 17.72) on solid waste recycling as a condition of approval, reducing the demands on landfills, and would not require the expansion or construction of new landfills, resulting in a ***less-than-significant*** impact on solid waste disposal.

MITIGATION MEASURES

No mitigation is required.

FINDINGS

The proposed project would result in ***less-than-significant*** impacts to utilities.

[2] Draft EIR, p. 6.8-33. Sutter Regional Medical Center, Sacramento, CA July 2005

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
13. AESTHETICS, LIGHT AND GLARE Would the proposal: 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?			✓

STANDARDS OF SIGNIFICANCE

Shadows. New shadows from developments are generally considered to be significant if they would shade a recognized public gathering place (e.g., park) or place residences/child care centers in complete shade.

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 AND B

The proposed project would not obstruct views from any scenic highway or roadway, and the project site is not located within the viewshed of a federal or state scenic highway. The project site does not have rock outcroppings, historic buildings, or any other protected scenic resources.

The proposed project would establish a Planned Unit Development (PUD) pursuant to the City of Sacramento Zoning Code. As part of the PUD process, the applicant has prepared Guidelines for the Natomas Place PUD. The Guidelines include the following goals and objectives:

- To implement the goals and objectives of the North Natomas Community Plan;
- To unify the neighborhood visually and functionally by using a consistent set of design standards and details throughout the PUD to develop a sense of place for the neighborhood...

The PUD Guidelines include guidance and specific development standards for architectural styles, site planning and design, exterior building materials and colors, treatment of vehicular parking, and trash and recycling enclosures. (Guidelines, pp.7-9). These provisions would avoid conflicts in styles and colors that could be visually disruptive, and would ensure that proper consideration is given to the aesthetic impact of structures and the overall design.

The project would not have a demonstrable negative aesthetic effect. Therefore, any impacts would be ***less than significant.***

QUESTIONS C AND D

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

The proposed project would result in less-than-significant impacts to aesthetics, light and glare.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
14. CULTURAL RESOURCES *Would the proposal:* 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 project site is located within a Primary Impact Area for cultural resources according to the SGPU (SGPU DEIR, pg V-5). No structures are located on the project site. The project site has been extensively disturbed through agricultural practices and weed abatement.

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 THROUGH D

The project site is located within a Primary Impact Area for cultural resources by the SGPU (SGPU DEIR, pg V-5). The project site is vacant, and there are no structures on the site.

An archeological survey of the site was conducted in conjunction with a previous development proposal for the project site. The survey was conducted by Hornet Foundation in 1988. The survey included a review of records and references, including records of the National register of Historic Places and California Inventory of Historic Resources, reports maintained in the North Central Information Center of the California Archeological Site Inventory, and other published and unpublished references relating to history of the Sacramento Valley. In addition, a physical survey of the project site was conducted through traverses of the site with 20-meter intervals.

The survey concluded that no previously identified archaeological sites were recorded within the project area. Several important prehistoric sites have been recorded along the American River, the closest being a large village mound in Discovery Park, approximately 3 miles south of the project site. An archeological site has been reported along the west side of the Natomas east Main Drainage Canal near Del Paso Road, which suggests that other sites might be found on high ground in this portion of the American Basin. (Hornet, 1988, p. 4)

No evidence of any prehistoric or historic sites was found on the project site. Two projectile points were found during the traverses and were recorded as isolated finds, but the survey of the area failed to discover any other artifacts.

Inquiry was made to the North Central Information Center in December 2005 regarding listings for the project site. No listings were identified for historic resources for the site.

While the survey and literature review did not identify any paleontological, archaeological, prehistoric or historic resources on the site, project activities during site clearance, site preparation, grading and construction could result in the discovery of such resources, and this would be a significant impact. The Mitigation Measures CR-1, CR-2 and CR-3 will ensure that there is an appropriate response to any such discoveries, and this would reduce impacts to cultural resources to a ***less-than-significant*** level.

MITIGATION MEASURES

Cultural Resources 1: 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.

Cultural Resources 2: 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.

Cultural Resources 3: 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

The project site is vacant, and there are no existing or religious uses of the site. Any impact would be ***less than significant***.

FINDINGS

With the implementation of the above mitigation measures, the project is determined to have a ***less-than-significant*** impact on cultural resources.

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

ENVIRONMENTAL SETTING

The project site is vacant.

STANDARDS OF SIGNIFICANCE

Impacts to recreational resources are considered significant if the proposed project would do either of the following:

- cause or accelerate substantial physical deterioration of existing area parks or recreational facilities; or
- create a need for construction or expansion of recreational facilities beyond what was anticipated in the General or Community Plan.

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A AND B

The project would develop the project site with 952 residential units, and would increase the demand for recreational facilities. The project includes the development of a park site consisting of 11.4 acres, which would be improved as part of the project, owned by the City of Sacramento, and operated and maintained by the City's Parks and Recreation Department.

Development of a park site as part of the project would provide recreational resources for residents. The proposed project would increase demand for recreational facilities in the community generally, but the project is consistent with the development anticipated for the site in the General Plan and the North Natomas Community Plan, and any impacts would be ***less than significant.***

MITIGATION MEASURES

No mitigation measures are 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
16. MANDATORY FINDINGS OF SIGNIFICANCE A. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife 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?		✓	
B. Does the project have the potential to achieve short-term, to the disadvantage of long-term environmental goals?			✓
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.)			✓
D. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? Disturb paleontological resources?		✓	

Answers to Checklist Questions

Question A

With the incorporation of mitigation measures, the project would not 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, or threaten to eliminate a plant or animal community. The project would not impact rare or endangered wildlife species, or eliminate important examples of the major periods of California history or prehistory.

Question B & C

The project will not contribute to any cumulative impacts since the project is consistent with North Sacramento Community Plan (NSCP) and the City of Sacramento General Plan Update (SGPU); and will not create additional impacts over and above those previously evaluated and overridden.

Question D

With implementation of the mitigation measures described in this document, the project would not have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly.

SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

	Land Use and Planning		Hazards
	Population and Housing	✓	Noise
	Seismicity, Soils and Geology		Public Services
	Water		Utilities and Service Systems
✓	Air Quality		Aesthetics
✓	Transportation/Circulation	✓	Cultural Resources
✓	Biological Resources		Recreation
	Energy and Mineral Resources	✓	Mandatory Findings of Significance
	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.

Ellie Burford

Signature

March 24, 2006

Date

Ellie Burford

Printed Name

REFERENCES CITED

City of Sacramento. Sacramento General Plan Update DEIR (SGPU DEIR). 1987.

Sacramento Metropolitan Air Quality Management District. Guide to Air Quality Assessment. Sacramento, CA. July 2004.

Alyssa Begley, Caltrans, correspondence dated January 25, 2006

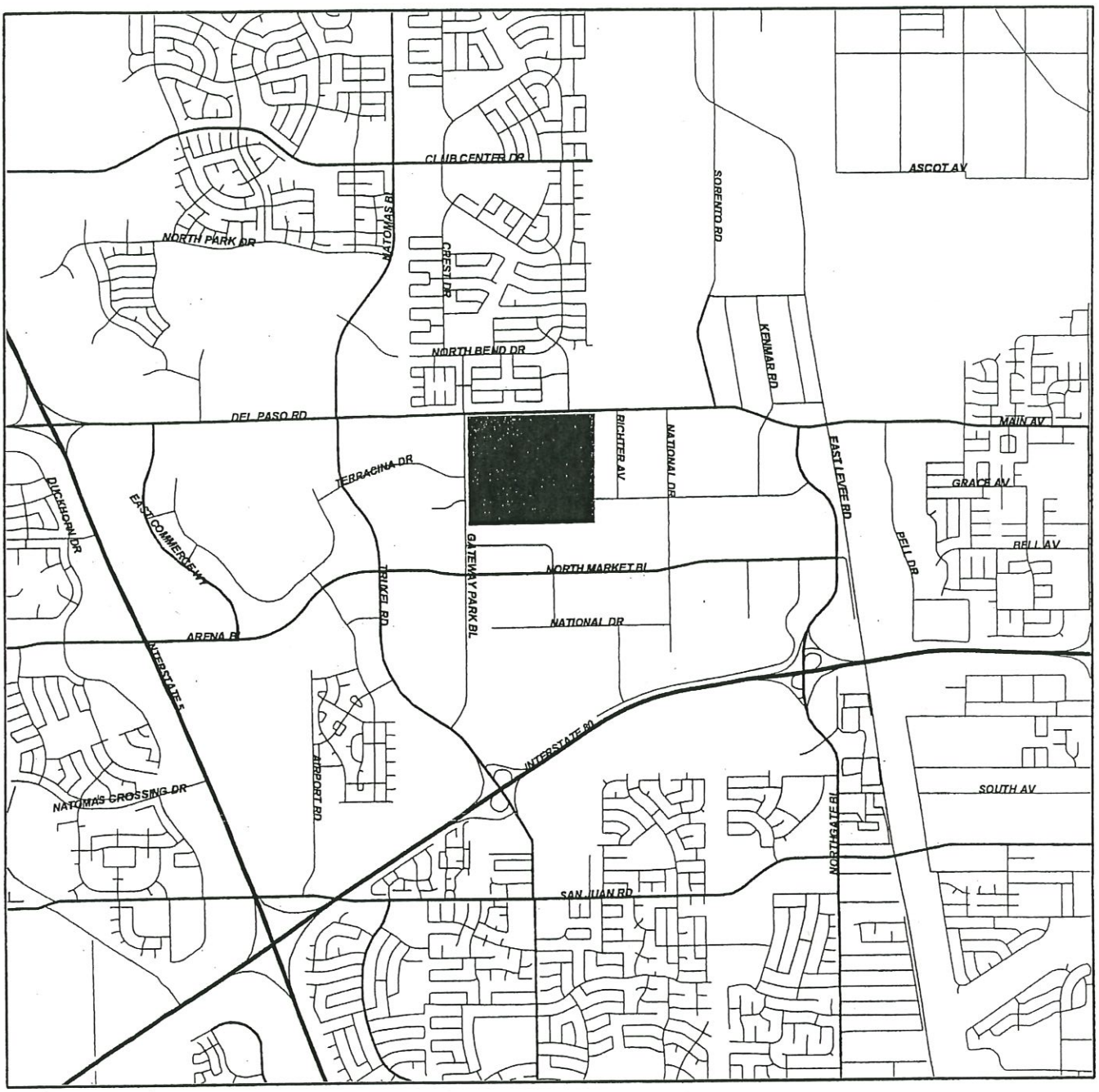
Jeane Borkenhagen, SMAQMD, correspondence dated January 25, 2006

Don Smith, Regional Transit, correspondence dated January 25, 2006

Frank Harding, Jr., Director, Planning and Facilities, Natomas Unified School District

Wendy Haggard, P.E., County Sanitation District 1
CSD 1 Sewerage Facilities Expansion Master Plan Final Report, March 2002

ATTACHMENT 1



Development Services Department

Geographic Information Systems

Vicinity Map
P05-129

N W E S

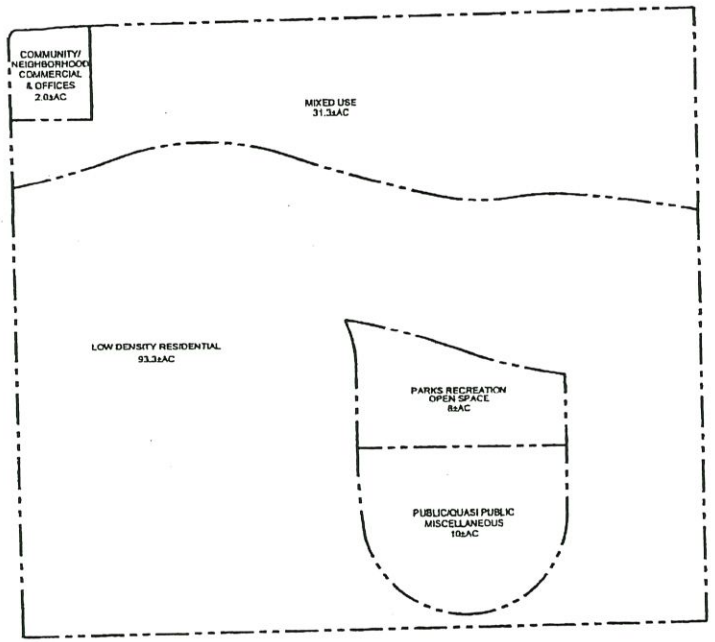
August 31, 2005

ATTACHMENT 2

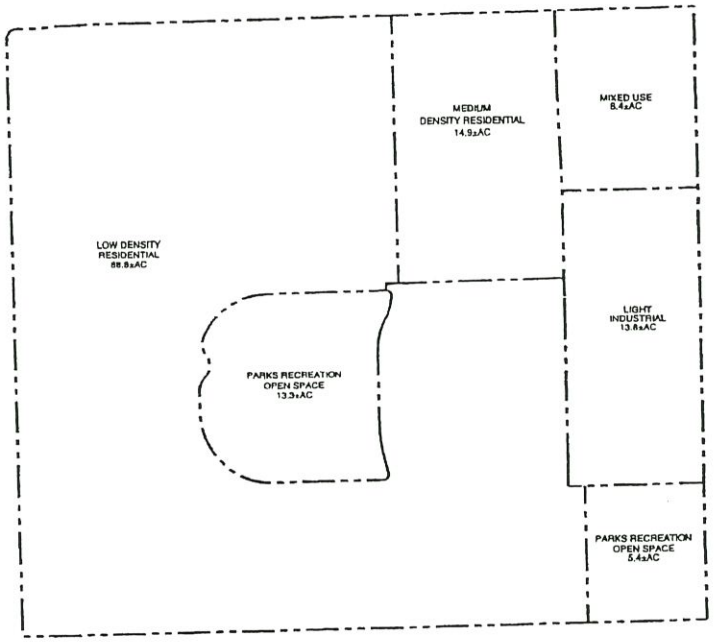
GENERAL PLAN AMENDMENT

NATOMAS PLACE

CITY OF SACRAMENTO, CALIFORNIA



CURRENT PLAN



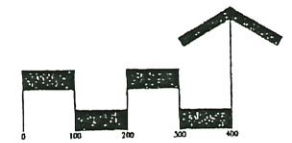
PROPOSED PLAN

SUMMARY

DESCRIPTION	ACRES
LOW DENSITY RESIDENTIAL	93.3±AC
MIXED USE	31.3±AC
COMMUNITY/NEIGHBORHOOD COMMERCIAL & OFFICES	2.0±AC
PUBLIC & QUASI PUBLIC	10.0±AC
PARKS RECREATION OPEN SPACE	8.0±AC
TOTAL	144.6±AC

SUMMARY

DESCRIPTION	ACRES
LOW DENSITY RESIDENTIAL (4-15 DU/AC)	88.8±AC
MEDIUM DENSITY RESIDENTIAL (16-29 DU/AC)	14.9±AC
MIXED USE	8.4±AC
LIGHT INDUSTRIAL	13.8±AC
PARKS RECREATION OPEN SPACE	18.7±AC
TOTAL	144.6±AC



REVISED: MARCH 24, 2006
MARCH 2, 2006
DECEMBER, 2005
AUGUST 5, 2005

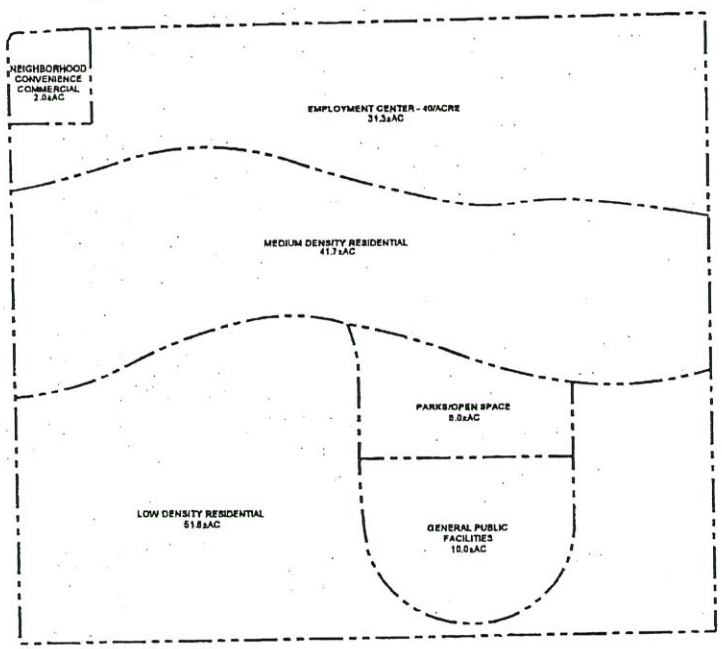
G.C. WALLACE OF CALIFORNIA, INC.
Engineers/Planners/Surveyors

ATTACHMENT 3

COMMUNITY PLAN AMENDMENT

NATOMAS PLACE

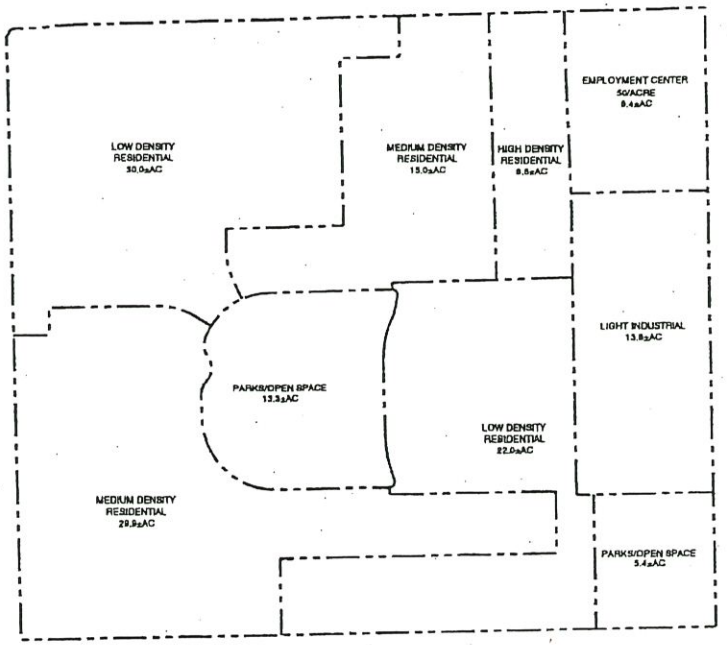
CITY OF SACRAMENTO, CALIFORNIA



CURRENT PLAN

SUMMARY

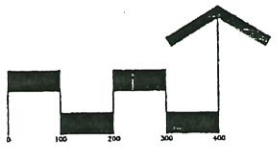
DESCRIPTION	ACRES
LOW DENSITY RESIDENTIAL (3-10 DU/AC)	51.6±AC
MEDIUM DENSITY RESIDENTIAL (7-21 DU/AC)	41.7±AC
NEIGHBORHOOD CONVENIENCE COMMERCIAL	2.0±AC
EMPLOYMENT CENTER - 40/AC	31.3±AC
OPEN SPACE	8.0±AC
GENERAL PUBLIC FACILITIES	10.0±AC
TOTAL	143.7±AC



PROPOSED PLAN

SUMMARY

DESCRIPTION	ACRES
LOW DENSITY RESIDENTIAL (3-10 DU/AC)	52.0±AC
MEDIUM DENSITY RESIDENTIAL (7-21 DU/AC)	44.9±AC
HIGH DENSITY RESIDENTIAL (11-29 DU/AC)	6.8±AC
LIGHT INDUSTRIAL	13.8±AC
EMPLOYMENT CENTER - 50/AC	8.4±AC
PARKS/OPEN SPACE	18.7±AC
TOTAL	144.6±AC



REVISED: MARCH 24, 2006
MARCH 2, 2006
DECEMBER, 2005
AUGUST 5, 2005

G.C. WALLACE OF CALIFORNIA, INC.
Engineers/Planners/Surveyors

ATTACHMENT 4

REZONING EXHIBIT

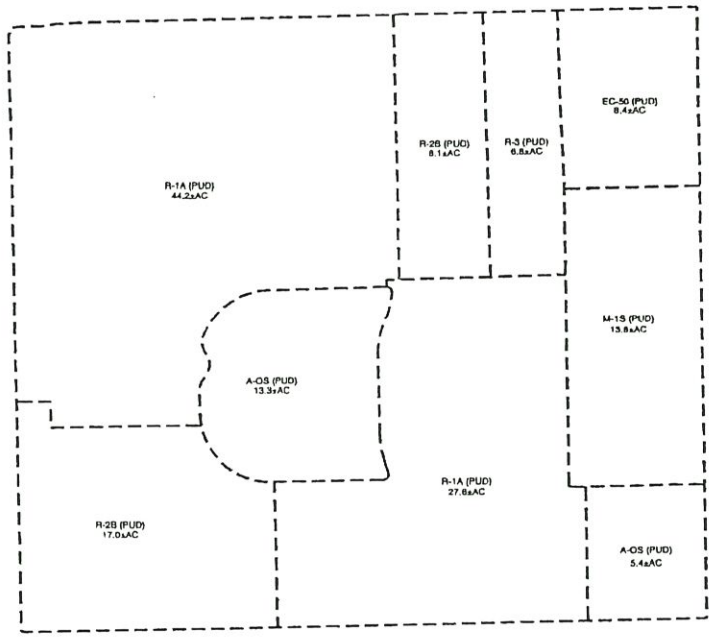
NATOMAS PLACE

CITY OF SACRAMENTO, CALIFORNIA

CURRENT PLAN

SUMMARY

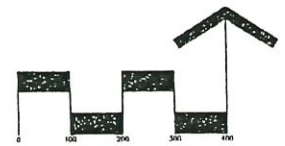
DESCRIPTION	ACRES
MIP-PUD	144.6±AC
TOTAL	144.6±AC



PROPOSED PLAN

SUMMARY

DESCRIPTION	ACRES
R-1A (PUD)	71.8±AC
R-2B (PUD)	25.1±AC
R-3 (PUD)	6.8±AC
EC-50 (PUD)	8.4±AC
M-1S (PUD)	13.8±AC
A-OS (PUD)	18.7±AC
TOTAL	144.6±AC



REVISED: MARCH 24, 2006
MARCH 2, 2006
DECEMBER, 2005
AUGUST 5, 2005

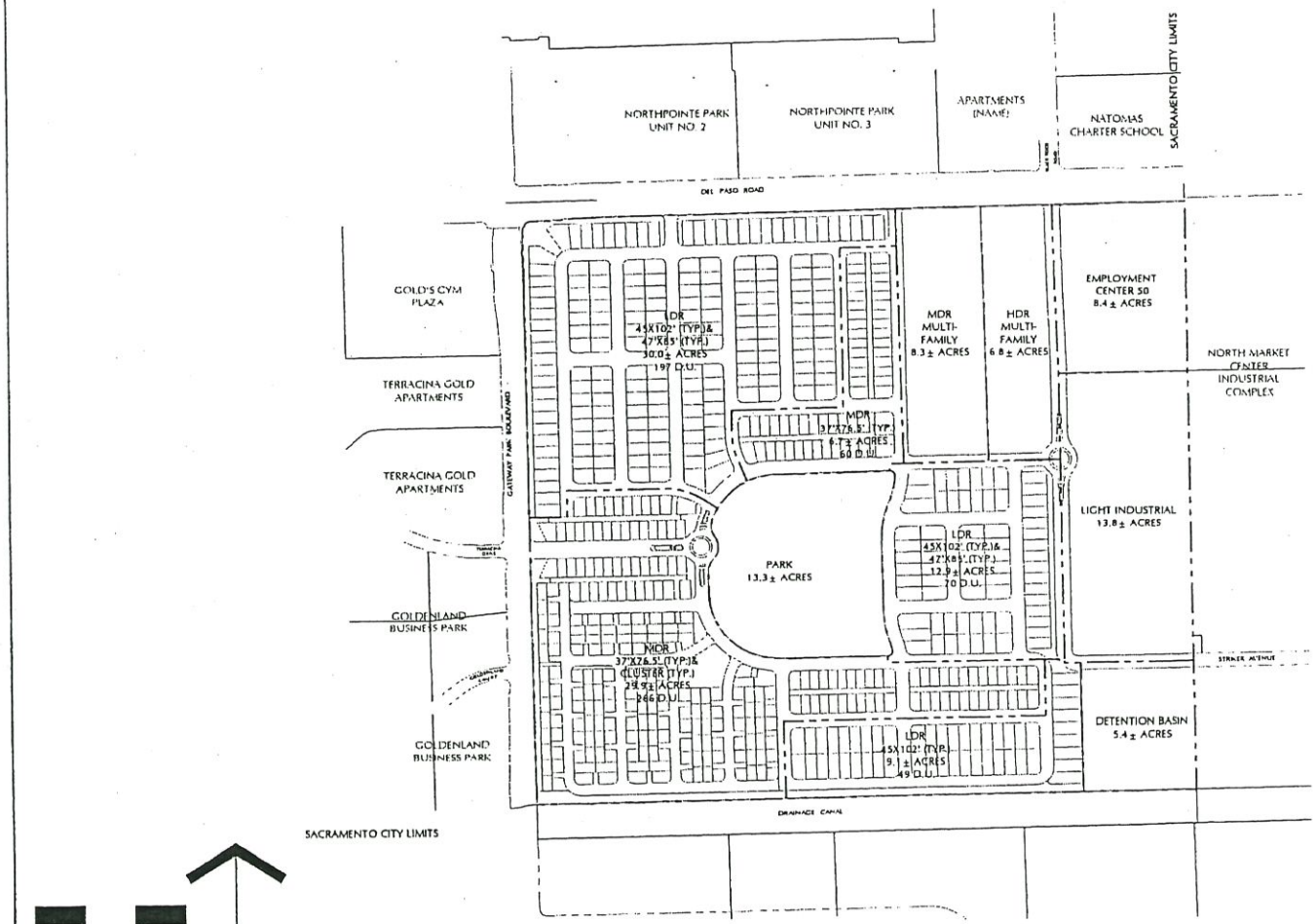
G.C. WALLACE OF CALIFORNIA, INC.
Engineers/Planners/Surveyors

ATTACHMENT 5

PUD SCHEMATIC PLAN

NATOMAS PLACE

CITY OF SACRAMENTO, CALIFORNIA



VICINITY MAP

LAND USE SUMMARY

USE	ACRES	DU
LOW DENSITY RESIDENTIAL	52.0	313
MEDIUM DENSITY RESIDENTIAL	44.9	326
HIGH DENSITY RESIDENTIAL	6.8	
EMPLOYMENT CENTER	8.4	
LIGHT INDUSTRIAL	13.8	
PARK	13.3	
DETENTION BASIN	5.4	
TOTAL	144.6	639

REVISED: MARCH 24, 2006
MARCH 2, 2006
DECEMBER, 2005
AUGUST 5, 2005

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3140 RIVER PLAZA DR., SUITE 100/SACRAMENTO, CALIFORNIA 95833
TELEPHONE: (916) 286-7600 • FAX: (916) 286-7601

Attachment 3 – Resolution and MMP

RESOLUTION NO. 2006-534

Adopted by the Sacramento City Council

July 18, 2006

APPROVING THE MITIGATED NEGATIVE DECLARATION AND APPROVING THE MITIGATION MONITORING PLAN FOR THE NATOMAS PLACE PROJECT, LOCATED SOUTHEAST OF DEL PASO ROAD AND GATEWAY PARK BOULEVARD, IN NORTH NATOMAS, SACRAMENTO, CALIFORNIA. (P05-129) (APN: 225-0060-025, -026, AND -027)

BACKGROUND

A. The City Council of the City of Sacramento finds as follows:

1. The City of Sacramento's Environmental Planning Services conducted or caused to be conducted an Initial Study on Pardee at Natomas (P05-129) ("Project") to determine if the Project may have a significant effect on the environment.

2. The Initial Study identified potentially significant effects of the Project. Revisions to the Project made by the Project applicant before the proposed Mitigated Negative Declaration and Initial Study were released for public review were determined by City's Environmental Planning Services to avoid or reduce the potentially significant effects to a less than significant level, and, therefore, there was no substantial evidence that the Project as revised and conditioned may have a significant effect on the environment. A Mitigated Negative Declaration (MND) for the Project was then completed, noticed and circulated in accordance with the requirements of the California Environmental Quality Act (CEQA), the State CEQA Guidelines and the Sacramento Local Environmental Procedures as follows

   a. On March 29, 2006 a Notice of Availability/Intent to Approved the MND (NOI) dated March 29, 2006 was circulated for public comments for 30 days. The public comment period began on March 29, 2006 and ended on April 27, 2006. The NOI was sent to those public agencies that have jurisdiction by law with respect to the proposed project and to other interested parties and agencies, including property owners within 500 feet of the boundaries of the proposed project. The comments of such persons and agencies were sought.

   b. On March 29, 2006 the project site was posted with the NOI, the NOI was published in the Daily Recorder, a newspaper of general circulation, and the NOI was posted in the office of the Sacramento County Clerk.

c. On March 29, 2006 a Notice of Completion and 15 copies of the NOI were filed with the Office of Planning and Research, State Clearinghouse, for circulation to state agencies.

3. Based on its review of the MND and on the basis of the whole record, the City Council finds that the MND reflects the City Council's independent judgment and analysis and that there is no substantial evidence that the Project will have a significant effect on the environment.

4. Pursuant to CEQA Guidelines Section 15074, and in support of its approval of the Project, the City Council adopts a Mitigation Monitoring Program to require all reasonable feasible mitigation measures be implemented.

5. The documents and other materials that constitute the record of proceedings upon which the City Council has based its decision are located in the City of Sacramento Development Services Department, Environmental Planning Services, 2101 Arena Boulevard, Suite 200, Sacramento, CA 95834. The custodian of these documents and other materials is the Development Services Department, Environmental Planning Services.

6. Upon approval of the Project, the City's Environmental Planning Services shall file or cause to be filed a Notice of Determination with the Sacramento County Clerk and, if the project requires a discretionary approval from any state agency, with the State Office of Planning and Research, pursuant to section 21152(a) of the Public Resources Code and the State EIR Guidelines adopted pursuant thereto.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:

Section 1. The City Council ratifies the Mitigated Negative Declaration for Natomas Place (P05-129).

Section 2. The City Council approves the Mitigation Monitoring Plan for the Natomas Place project (P05-129) based upon the following findings:

1. One or more mitigation measures have been added to the above-identified project,
2. A Mitigation Monitoring Plan has been prepared to ensure compliance and implementation of the mitigation measures for the above-identified project, a copy of which is attached as Exhibit A;
3. The Mitigation Monitoring Plan meets the requirements of Public Resources Code Sec. 21081.6.
4. The Mitigation Monitoring Plan is approved, and the mitigation measures shall be implemented and monitored as set forth in the plan.

Table of Contents:
Exhibit A

Adopted by the City of Sacramento City Council on July 18, 2006 by the following vote:

Ayes: Councilmembers Cohn, Fong, Hammond, McCarty, Pannell, Sheedy, Tretheway, Waters, and Mayor Fargo.

Noes: None.

Abstain: None.

Absent: None.

Heather Fargo
Mayor, Heather Fargo

Attest:

Shirley Concolino
Shirley Concolino, City Clerk

Exhibit A: Mitigation Monitoring Plan

MITIGATION MONITORING PLAN

FOR
PARDEE AT NATOMAS (P05-129)

TYPE OF ENVIRONMENTAL DOCUMENT:
INITIAL STUDY/ NEGATIVE DECLARATION

PREPARED FOR:
CITY OF SACRAMENTO, DEVELOPMENT SERVICES DEPARTMENT

DATE:
MAY 1, 2006

ADOPTED BY:
CITY OF SACRAMENTO
CITY COUNCIL

DATE:

_____

ATTEST:

_____

PARDEE AT NATOMAS (P05-129)
MITIGATION MONITORING PLAN

This Mitigation Monitoring Plan (MMP) has been required by and prepared for the City of Sacramento Development Services Department, Environmental Planning Services, 2101 Arena Blvd, Suite 200, Sacramento, CA 95834, pursuant to CEQA Guidelines Section 21081.6.

SECTION 1: PROJECT IDENTIFICATION

Project Name / File Number: Pardee at Natomas / P05-129
Owner/Developer- Name: Pardee Homes, David Ragland
Address: 2377 Gold Meadow Way, Suite 100
Gold River, CA 95670

Project Location / Legal Description of Property (if recorded):
The project is located in the North Natomas Community Plan area of the City of Sacramento at the southeast corner of Del Paso Road and Gateway Park Boulevard. APNs: 225-0060-025, -026, -027.

Project Description:
The proposed project includes requests for amendments to the General Plan and the North Natomas Community Plan; zoning ordinance amendments; approval of a tentative subdivision map; establishment of a Planned Unit Development (PUD) with related development guidelines and schematic plan; and PUD Special Permits for construction of residential units. The proposed tentative map subdivides 144 acres into 640 single family lots, one multi-family lot for condominiums, one park lot, one employment center lot and one detention basin lot.

The development proposed at this time includes construction of a maximum of 1000 single-family residential units, including 640 detached single-family dwelling units, 360 condominiums and townhouses, a detention basin for stormwater purposes, and the associated infrastructure and landscaping improvements. The parcels proposed for employment center and light industrial uses in the PUD are not proposed for development at this time.

SECTION 2: GENERAL INFORMATION

The Plan includes mitigation for Air Quality, Transportation/Circulation, Biological Resources, Noise, and Cultural Resources. The intent of the Plan is to prescribe and enforce a means for properly and successfully implementing the mitigation measures as identified within the Initial Study for this project. Unless otherwise noted, the cost of implementing the mitigation measures as prescribed by this Plan shall be funded by the owner/developer identified above. This Mitigation Monitoring Plan (MMP) is designed to aid the City of Sacramento in its implementation and monitoring of mitigation measures adopted for the proposed project.

The mitigation measures have been taken from the Initial Study and are assigned the same number they have in the document. The MMP describes the actions that must take place to implement each mitigation measure, the timing of those actions, and the entities responsible for implementing and monitoring the actions. The developer will be responsible for fully understanding and effectively implementing the mitigation measures contained with the MMP. The City of Sacramento will be responsible for ensuring compliance.

			VERIFICATION OF COMPLIANCE		
Mitigation Measure	**Implementing Responsibility**	**Monitoring Responsibility**	**Compliance Standards**	**Timing**	**Verification of Compliance (Initials / Date)**
5. AIR QUALITY					
Air Quality 1: The construction contractor will provide the City of Sacramento and SMAQMD with a plan for approval demonstrating that heavy-duty (>50 horsepower) off-road vehicles to be used will achieve a project wide fleet average of 20 percent NOx reduction and 45 percent PM reduction compared to the most recent CARB fleet average at the time of construction. Off-road vehicles include owned, leased, and subcontractor vehicles. The project contractor will submit to the City of Sacramento and SMAQMD a comprehensive inventory of all off-road construction equipment (> 50 horsepower) that will be used for a total of 40 hours or more during any portion of the project. The inventory will include the horsepower rating, engine production year, and projected hours of use or fuel requirements for each piece of equipment. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the project representative shall provide SMAQMD with the anticipated construction timeline including start date, name and phone number of the project manager, and on-site foreman.	Applicant / Developer	City of Sacramento Development Services Department (DSD) and Sacramento Metropolitan Air Quality Management District (SMAQMD)	Applicant / Developer shall provide a Construction Mitigation Plan (equipment list) to the City of Sacramento DSD and SMAQMD to review and approve compliance measures. Site visits may be conducted by SMAQMD to confirm compliance, and response on a complaint basis.	Prior to issuance of grading permits On-site monitoring conducted during construction	
Air Quality 2: The project contractor shall ensure that emissions from off-road diesel powered equipment used on site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed the 40 percent opacity	Applicant / Developer	City of Sacramento Development Services Department (DSD) and Sacramento Metropolitan Air	Provide verification of compliance to the City of Sacramento DSD and SMAQMD	Prior to and during grading and construction activities.	

			VERIFICATION OF COMPLIANCE		
Mitigation Measure	**Implementing Responsibility**	**Monitoring Responsibility**	**Compliance Standards**	**Timing**	**Verification of Compliance (Initials / Date)**
(or Ringelmann 2.0) shall be repaired immediately, and the City of Sacramento AND SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. The project contractor shall insure that a visual survey of all in-operation equipment is made at least weekly, and a monthly summary of the visual survey results shall be submitted by the contractor to the City of Sacramento and to SMAQMD throughout the duration of the project (except for 30-day periods of inactivity). The monthly summary shall include the quantity and type of vehicles surveyed, and the date of each survey.		Quality Management District (SMAQMD)		On-site monitoring conducted during construction	
Air Quality 3: Construction equipment will utilize the Best Available Technology (BAT) so as to minimize vehicle emissions to the extent possible. This may include the use of diesel particulate filters and cooled exhaust gas recirculation or equivalent measures on all off-road and on-road diesel equipment in the construction phase of the project. The project proponent will review amendments to CARB and SMAQMD regulations and City of Sacramento ordinances during construction, and comply immediately with newly adopted regulations, including those for equipment idling, which would reduce the cumulative release of pollutants	Applicant / Developer	City of Sacramento Development Services Department (DSD) and Sacramento Metropolitan Air Quality Management District (SMAQMD)	Provide verification of compliance to the City of Sacramento DSD and SMAQMD	Prior to and during grading and construction activities On-site monitoring conducted during construction	

			VERIFICATION OF COMPLIANCE		
Mitigation Measure	**Implementing Responsibility**	**Monitoring Responsibility**	**Compliance Standards**	**Timing**	**Verification of Compliance (Initials / Date)**
Air Quality 4: Coordinate with the SMAQMD for payment of fees into the Heavy-Duty Low-Emission Vehicle Program designed to reduce construction related emissions within the region. Fees shall be paid based upon the SMAQMD District Fee of $13,600/ton of NOx emissions generated. This fee shall be paid prior to issuance of building permits. Based upon the URBEMIS emissions data and the SMAQMD's mitigation fee calculator, the expected payment for remaining construction related NOx emissions over the significance threshold will be $142,122. If the projected construction equipment or phases change, the applicant shall coordinate with the SMAQMD to determine if the mitigation fee needs to be re-calculated. During construction of the proposed improvements, grading activities have the potential to result in the generation of significant amounts of fugitive dust that could potentially expose sensitive receptors to criteria pollutants unless mitigated. **Mitigation Measures AQ-5** through **AQ-8** will reduce these impacts to a less than significant level.	Applicant / Developer	City of Sacramento Development Services Department (DSD) and Sacramento Metropolitan Air Quality Management District (SMAQMD)	Provide verification of compliance to the City of Sacramento DSD and SMAQMD	Prior to issuance of grading permits	
Air Quality 5: During clearing, grading, earth-moving, or excavation operations, fugitive dust emissions shall be controlled by watering exposed surfaces 2 times per day, watering haul roads 3 times per day or paving of construction roads, or other dust-preventive measures.	Applicant / Developer	City of Sacramento Development Services Department (DSD) and Sacramento Metropolitan Air Quality Management District	Measures shall be listed on all construction and grading plans. Site visits may be conducted by SMAQMD to confirm	Prior to and during grading and construction activities On-site monitoring conducted during	

			VERIFICATION OF COMPLIANCE		
Mitigation Measure	**Implementing Responsibility**	**Monitoring Responsibility**	**Compliance Standards**	**Timing**	**Verification of Compliance (Initials / Date)**
		(SMAQMD)	compliance, and response on a complaint basis.	construction	
Air Quality 6: All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 20 mph averaged over 1 hour.	Applicant / Developer	City of Sacramento Development Services Department (DSD) and Sacramento Metropolitan Air Quality Management District (SMAQMD)	Measures shall be listed on all construction and grading plans.	Prior to and during grading and construction activities	
Air Quality 7: Any portions of the construction site that remain inactive longer than a period of 3 months shall be reestablished with ground cover through seeding and watering. Alternatively, non-toxic soil stabilizers shall be applied to all inactive construction areas in accordance with manufacture's specifications.	Applicant / Developer		Measures shall be listed on all construction and grading plans.	On-site monitoring conducted during construction	
Air Quality 8: All vehicles hauling dirt, sand, soil or other loose material shall be covered or should maintain at least two feet of freeboard in accordance with the requirements of California Vehicle Code Section 23114.	Applicant / Developer	City of Sacramento Development Services Department (DSD) and Sacramento Metropolitan Air Quality Management District (SMAQMD)	Measures shall be listed on all construction and grading plans. Site visits may be conducted by SMAQMD to confirm compliance, and response on a complaint basis.	Prior to and during grading and construction activities On-site monitoring conducted during construction	
Air Quality 9: Prior to groundbreaking, the project proponent will coordinate with the SMAQMD and the City of Sacramento and develop a project Air Quality Mitigation Plan	Applicant / Developer	City of Sacramento Development Services Department (DSD) and	Provide verification of compliance to the City of Sacramento DSD and	Prior to issuance of grading permits	

			VERIFICATION OF COMPLIANCE		
Mitigation Measure	**Implementing Responsibility**	**Monitoring Responsibility**	**Compliance Standards**	**Timing**	**Verification of Compliance (Initials / Date)**
designed to reduce area source and operational NOx emissions by 20%. Some examples of project specific operational mitigation include bicycle/pedestrian transit features that promote alternative transportation use, mixed land uses including parks and schools within ¼ mile of residential uses, and promotion of electric landscaping equipment.		Sacramento Metropolitan Air Quality Management District (SMAQMD)	SMAQMD to review and approve compliance measures.		
Air Quality 10: Coordinate with the SMAQMD for payment of fees into the Heavy-Duty Low-Emission Vehicle Program designed to reduce emissions within the region. SMAQMD calculates the mitigation fee for these remaining operational emissions by multiplying the NOx lbs/day over the threshold by 365 days (one year of emissions), determining the total project NOx over the threshold in tons, and multiplying that overage by the Carl Moyer Program standard of $13,600 per ton. This fee shall be paid prior to issuance of building permits. Based upon the URBEMIS emissions data and the SMAQMD's mitigation fee calculator, the expected payment for remaining operational NOx emissions over the significance threshold will be $48,416.00. If the projected operational emissions change, the applicant shall coordinate with the SMAQMD to determine if the mitigation fee needs to be re-calculated.	Applicant / Developer	City of Sacramento Development Services Department (DSD) and Sacramento Metropolitan Air Quality Management District (SMAQMD)	Provide verification of compliance to the City of Sacramento DSD and SMAQMD	Prior to issuance of final building permits	
6. TRANSPORTATION / CIRCULATION					
Traffic 1: The applicant shall pay its fair	Applicant / Developer	City of Sacramento	Provide verification of	Measures shall be	

			VERIFICATION OF COMPLIANCE		
Mitigation Measure	**Implementing Responsibility**	**Monitoring Responsibility**	**Compliance Standards**	**Timing**	**Verification of Compliance (Initials / Date)**
share of the installation of a traffic signal at the Del Paso Road/I-5 Southbound Ramps intersection.		Development Services Department (DSD)	compliance to the City of Sacramento DSD	completed consistent with conditions provided by the City DSD, Development Engineering Division.	
Traffic 2: The applicant shall pay its fair share of the installation of a traffic signal at the Del Paso Road/I-5 Northbound Ramps intersection.	Applicant / Developer	City of Sacramento Development Services Department (DSD)	Provide verification of compliance to the City of Sacramento DSD	Measures shall be completed consistent with conditions provided by the City DSD, Development Engineering Division.	
Traffic 3: The applicant shall pay the cost of modifying the signal timing at the Del Paso Road/Truxel Road/Natomas Boulevard intersection to extend the maximum green time for the eastbound left-turn movement and pay traffic impact fees or a fair share of the cost for planned improvements to provide dual eastbound left turn lanes at the intersection	Applicant / Developer	City of Sacramento Development Services Department (DSD)	Provide verification of compliance to the City of Sacramento DSD	Measures shall be completed consistent with conditions provided by the City DSD, Development Engineering Division.	
Traffic 4: The applicant shall install a traffic signal at the Terracina Drive/Gateway Park Boulevard intersection and provide the following lane configurations: o Northbound: Provide a left-turn lane (150 feet), two through lanes, and a right-turn lane o Southbound: Provide a left-turn lane (250 feet), two through lanes, and a	Applicant / Developer	City of Sacramento Development Services Department (DSD)	Provide verification of compliance to the City of Sacramento DSD	Measures shall be completed consistent with conditions provided by the City DSD, Development Engineering Division.	

			VERIFICATION OF COMPLIANCE		
Mitigation Measure	**Implementing Responsibility**	**Monitoring Responsibility**	**Compliance Standards**	**Timing**	**Verification of Compliance (Initials / Date)**
right-turn lane o Eastbound: Maintain the existing approach lanes (a shared left/through/right) o Westbound: Provide a shared left-turn/through lane and a separate right-turn lane					
7. BIOLOGICAL RESOURCES					
Biological Resources 1: The project applicant / developer shall complete the pre-construction surveys for potential special-status species not less than 30 days or more than 6 months prior to construction activities in accordance with the 2003 NBHCP. The pre-construction survey shall be conducted by a qualified biologist, botanist, or related expert. The site will be surveyed for giant garter snake, Swainson's hawk, and burrowing owl	Applicant / Developer	City Development Services Department	Pre-construction biological surveys shall be completed and verification of compliance shall be provided to Development Services Staff prior to grading/building permits being issued.	Measures shall be implemented prior to issuance of any grading or building permits.	
Biological Resources 2: The project applicant / developer shall further: (i) comply with all requirements of the 2003 NBHCP, together with any additional requirements specified in the NNCP EIR; (ii) comply with any additional mitigation measures identified in the NBHCP EIR/EIS; and (iii) comply with all conditions of the ITPs issued by the USFWS and CDFG.	Applicant / Developer	City Development Services Department,	Provide verification to the Development Services Department	Measures shall be implemented prior to issuance of any grading or building permits	
Biological Resources 3: For sites that contain GGS habitat, the project area will be surveyed for the presence of GGS no more	Applicant / Developer	City of Sacramento Development	Pre-construction biological	Measures shall be implemented	

			VERIFICATION OF COMPLIANCE		
Mitigation Measure	**Implementing Responsibility**	**Monitoring Responsibility**	**Compliance Standards**	**Timing**	**Verification of Compliance (Initials / Date)**
than 24 hours prior to the start of construction activities (site preparation or grading). If construction activities stop for a period of two weeks or more a new GGS survey will be completed no more than 24 hours prior to resuming these activities. Clearing will be confined to the minimal area necessary to facilitate construction activities. GGS habitat within and adjacent to the project site will be designated with flags as an "Environmentally Sensitive Area" to ensure avoidance by construction personnel. The project developer will ensure all construction personnel associated with the project are alerted to the location of the protected habitat.		Services	surveys shall be completed and verification of compliance shall be provided to Development Services Staff prior to grading/buildin g permits being issued. If required, written verification of compliance from the biologist and/or DFG shall be provided to Development Services Staff prior to issuance of grading permits	prior to issuance of any grading or building permits.	
Biological Resources 4: Construction personnel conducting site preparation and grading operations will receive environmental awareness training that is approved by USFWS. This training will provide workers on instructions for identifying GGS and their habitat, and the procedures to follow if GGS is encountered on site during construction activities. At this time an on-site biological monitor will be selected in accordance with U.S. Fish and Wildlife Service requirements.	Applicant / Developer	City of Sacramento Development Services	Provide verification of compliance to the Development Services Department	Measures shall be implemented prior to issuance of any grading or building permits.	
Biological Resources 5: If a live GGS is found during construction activities, the USFWS and the assigned	Applicant / Developer	City of Sacramento Development Services	If required, written verification of compliance	If required, Measures shall be implemented	

			VERIFICATION OF COMPLIANCE		
Mitigation Measure	**Implementing Responsibility**	**Monitoring Responsibility**	**Compliance Standards**	**Timing**	**Verification of Compliance (Initials / Date)**
biological monitor will immediately be notified. Escape routes for giant garter snake should be determined in advance of construction, and flagged for easy identification. The biological monitor or his/her assignee shall do the following: Stop construction in the vicinity of the snake. Monitor the snake and allow it to leave the area on its own. The monitor should remain in the area for the remainder of the work day to ensure the snake is not harmed, or if it does leave the site, that it does not return. Escape routes for the snake should be determined in advance of construction and snakes should be allowed to leave on their own. If the snake does not leave within one working day, further consultation with USFWS is required.			from the biologist and/or DFG shall be provided to Development Services Staff prior to issuance of grading permits	prior to issuance of any grading or building permits.	
Biological Resources 6: GGS may use fill or construction debris as an over-wintering site. Upon completion of construction activities all excess fill and/or construction debris will be removed from the site. If the material is located near undisturbed GGS habitat, it will be removed between October 1 and April 30, and inspected by a qualified biologist to ensure that GGS is not using the material for hibernation. Material that could entangle snakes (i.e. plastic, monofilament, jute, or similar erosion control matting) will not be placed within 200 feet of snake aquatic habitat. Substitutions for these materials include coconut coir matting,	Applicant / Developer	City of Sacramento Development Services	Provide verification to the Development Services Department	If required, Measures shall be implemented prior to and concurrent with construction activities	

			VERIFICATION OF COMPLIANCE		
Mitigation Measure	**Implementing Responsibility**	**Monitoring Responsibility**	**Compliance Standards**	**Timing**	**Verification of Compliance (Initials / Date)**
tactified hydroseeding compounds or other materials approved by the USFWS. **Biological Resources 7:** If burrowing owls are found to be using the site for foraging or nesting, a program for removal will be agreed to by the City of Sacramento and the developer prior to initiation of any physical disturbance on the site. USFWS and CDFG shall be contacted regarding suitable mitigation, which may include a 300-foot buffer from the nest site during the breeding season (February 1 – August 31), or a relocation effort for the owls if: 1) the birds have not begun egg-laying and incubation; or 2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival. If relocation of the owls is approved for the site by USFWS or CDFG, a qualified biologist will prepare a plan for relocating the owls to a suitable site. If on-site avoidance is required, the location of the buffer zone will be determined by a qualified biologist. The buffer zone shall be marked with yellow caution tape, stakes, or temporary fencing, and maintained throughout the construction period	Applicant / Developer	City Development Services Department. CDFG and USFWS	If required, written verification of compliance from the biologist and/or DFG shall be provided to Development Services Staff prior to issuance of grading permits	Measures shall be implemented prior to issuance of any grading or building	
10. NOISE **Noise 1:** Prior to issuance of a building permit for any building proposed for construction in the Employment Center zone the applicant shall submit a noise analysis that identifies the noise exposure due to traffic, and the noise that could be generated by	Applicant / Developer	City Development Services Department.	Mitigation Measures shall be included on the Map and within the Standard Construction Specifications.	Measures shall be implemented prior to issuance of building permits.	

			VERIFICATION OF COMPLIANCE		
Mitigation Measure	**Implementing Responsibility**	**Monitoring Responsibility**	**Compliance Standards**	**Timing**	**Verification of Compliance (Initials / Date)**
the proposed use. The analysis shall identify any noise reduction requirements and noise insulation that is needed to ensure that the interior spaces shall not be exposed to noise in excess of 45 dB L_{dn}. The noise analysis shall identify any design or site modifications that are required to avoid generation of noise that would exceed 60 dB L_{dn} at the property line.			Verification of compliance shall be provided to the Development Services Staff		
Noise 2: Prior to issuance of a building permit for any building proposed for construction in the Employment Center zone shall submit a noise analysis that identifies any design or site modifications that are required to avoid generation of noise that would exceed 60 dB L_{dn} at the property line.	Applicant / Developer	City Development Services Department.	Mitigation Measures shall be included on the Map and within the Standard Construction Specifications. Verification of compliance shall be provided to the Development Services Staff.	Measures shall be implemented prior to issuance of building permits.	
Noise 3: Prior to issuance of any residential occupancy permit, the applicant shall construct a barrier 9 feet in height at the property line of residences adjacent to del Paso Road, and 6 feet in height at the property line of residences adjacent to Gateway Park Boulevard. The height of the barrier shall be measured relative to the building pad height of the respective parcels. Barrier materials shall be restricted to concrete or masonry block, precast concrete, earthen berm or any combination thereof. Any other proposed material shall be submitted for approval with a report from an acoustical	Applicant / Developer	City Development Services Department	Mitigation Measures shall be included on the Map and within the Standard Construction Specifications. Verification of compliance shall be provided to the Development Services Staff	Prior to issuance of residential occupancy permit	

			VERIFICATION OF COMPLIANCE		
Mitigation Measure	**Implementing Responsibility**	**Monitoring Responsibility**	**Compliance Standards**	**Timing**	**Verification of Compliance (Initials / Date)**
consultant describing the properties of the proposed material and the efficiency of noise reduction compared to the permitted materials.					
Noise 4: All residential units shall be equipped with air conditioning sufficient to adequately cool the residential unit in summer conditions with doors and windows closed.	Applicant / Developer	City Development Services Department.	Mitigation Measures shall be included on the Map and within the Standard Construction Specifications.	Prior to issuance of residential occupancy permit	
Noise 5: All window openings on the west, north and east facades in residential units located adjacent to Del Paso Road shall be constructed with windows rated STC 30 or better	Applicant / Developer	City Development Services Department.	Verification of compliance shall be provided to the Development Services Staff	Prior to issuance of residential occupancy permit	
14. CULTURAL RESOURCES:					
Cultural Resources 1: 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	Applicant / Developer	City Development Services Department	Mitigation Measures shall be included on the Map and within the Standard Construction Specifications. Verification of compliance shall be provided to the Development Services Staff	Measures shall be implemented in field during grading and construction activities.	

			VERIFICATION OF COMPLIANCE		
Mitigation Measure	**Implementing Responsibility**	**Monitoring Responsibility**	**Compliance Standards**	**Timing**	**Verification of Compliance (Initials / Date)**
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. **Cultural Resources 2:** 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.	Applicant / Developer	City Development Services Department	Mitigation Measures shall be included on the Map and within the Standard Construction Specifications. If required, verification of compliance shall be provided to the Development Services Staff	Measures shall be implemented in field during grading and construction activities.	

Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	VERIFICATION OF COMPLIANCE		
			Compliance Standards	Timing	Verification of Compliance (Initials / Date)
Cultural Resources 3: 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.	Applicant / Developer	City Development Services Department	Mitigation Measures shall be included on the Map and within the Standard Construction Specifications. If required, verification of compliance shall be provided to the Development Services Staff	Measures shall be implemented in field during grading and construction activities.	

Attachment 4 – P08-047 Addendum

CITY OF SACRAMENTO
CALIFORNIA

DEVELOPMENT
SERVICES DEPARTMENT

300 RICHARDS BLVD.
3RD FLOOR
SACRAMENTO, CA
95811

Environmental
Planning Services
916-808-1909
FAX 916-566-3968

ADDENDUM TO AN ADOPTED MITIGATED NEGATIVE DECLARATION

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

Natomas Market Rate Condominiums (P08-047) project consists of a request to construct a 120-unit market rate condominium project on approximately 8.2 undeveloped acres. The subject site is located in the Multi-family Residential Natomas Place PUD (R2-B-PUD) zone within the North Natomas Community Plan area.

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, as identified in the attached Mitigated Negative Declaration and Initial Study, will have a significant effect on the environment. This Addendum to an Adopted 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 Addendum to an Adopted Mitigated Negative Declaration has been prepared pursuant to Title 14, Section 15164 of the California Code of Regulations; 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, Planning Division, 300 Richards Blvd., Sacramento, California 95811.

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

By: _____

Natomas Market Rate Condominiums (P08-047)
Addendum to an Adopted Mitigated Negative Declaration

The following information is provided as project-specific information for the Natomas Market Rate Condominiums approved in the original Initial Study/Mitigated Negative Declaration for the Natomas Place (Pardee at Natomas) Planned Unit Development (PUD) (P05-129) as approved by City Council on July 18, 2006. All responses to the California Environmental Quality Act (CEQA) Guidelines checklist questions, project impact analysis, and mitigation measures contained in the original Initial Study/Mitigated Negative Declaration remain the same unless modified or replaced by the addendum information provided below.

PROJECT INFORMATION

Project Number: P08-047

Project Name: Natomas Market Rate Condominiums

Project Location: The Natomas Market Rate Condominiums project is located in the North Natomas Community Plan area of the City of Sacramento, on Blackrock Road (between Scarlet Ash and N. Breezy Meadow Drive) (APN: 225-0060-078).

Existing Plan Designations and Zoning:

The General Plan designation for the proposed Natomas Market Rate Condominiums project site is Medium Density Residential (16-29 du/na). The North Natomas Community Plan (NNCP) land use designation for project site is Medium Density Residential. The existing zoning at the site is Multi-Family Planned Unit Development (R-2B-PUD) Zone.

Other Project Studies/Reports/References:

All documents are available at the City of Sacramento, Development Services Department, 2101 Arena Blvd., Ste. 200, Sacramento, CA 95834.

- City of Sacramento General Plan Update EIR, 1988
- 1986 North Natomas Community Plan SEIR, 1994
- City of Sacramento Zoning Ordinance
- Pardee at Natomas PUD Initial Study / Mitigated Negative Declaration (P05-129)

Project Background:

The proposed Natomas Market Rate Condominiums project site is located in the Natomas Place Planned Unit Development (PUD). The Natomas Place PUD consists of 144± acres and is located south of Del Paso Road, north of the C1 Canal and east of the Gateway Park Boulevard. On July 18, 2006 the City Council approved entitlements for the Natomas Place PUD, adopting the Mitigated Negative Declaration and approving the Mitigation Monitoring Plan.

The subject property is located within the Natomas Place PUD that was approved for a mixture of uses.

Project Components:

The proposed project consists of 120 market rate condominiums on approximately 8.2 acres. The project consists of 4 walkup buildings, constructed as 3-story buildings, each with 30 medium density dwelling units. Each dwelling unit will have either an open patio or balcony. The parking is "on grade" open and covered parking spaces. The project also has a 2,700 square foot Community Building, which includes a community room with kitchen, computer workstations, community bathrooms, office space, workshop, laundry facilities and storage. The recreation pool area includes a community pool and whirlpool spa, shaded trellis and outside BBQ, tot-lot and picnic areas.

Discussion:

An Addendum to an Adopted Negative Declaration may be prepared if only minor technical changes or additions to the previously-adopted Mitigated Negative Declaration are necessary. The City has decided to prepare an Addendum based on the following findings:

1. **No substantial changes are proposed to the project which will require major revisions of the previous Mitigation Negative Declaration.**

   The original Mitigated Negative Declaration for the Natomas Place (Pardee at Natomas) Planned Unit Development (PUD) (P05-129), approved July 18, 2006 by City Council, evaluated and approved the entitlements for the development of the Planned Unit Development in which the project site is located. The entitlements included a General Plan amendment, rezone, planned unit development and tentative map. A Mitigated Negative Declaration was approved that evaluated the environmental impacts of the complete project, which comprised 144 acres. The current project proposes development of a portion of the overall project site.

   The proposed Natomas Market Rate Condominiums (P08-047) project consists of 120 market rate condominiums located on approximately 8.5 acres in the Multi-Family Planned Unit Development (R-2B-PUD) zone in the Natomas Place PUD. The project, consistent with the approved land uses, is located on the site approved for multi-family residential development (Lot A of the approved map). The project requires a Planning Commission PUD Special Permit for Alternative Ownership Housing to construct 120 residential condominium units.

   There are no changes in this project to the approved land uses previously evaluated in the approved Pardee at Natomas (P05-129) Mitigated Negative Declaration.

   This addendum corrects mitigation measures adopted for the Natomas Place project that address potential air quality impacts. In the approved Mitigated Negative Declaration and associated Mitigation Monitoring Plan, mitigation measures identifying fees for addressing construction emissions and operational emissions were inadvertently transposed. The analysis of the Pardee at Natomas PUD found that there were potentially significant air quality impacts from construction and operation of the project. Because of those impacts, on-site construction mitigation was required and an off-site construction mitigation fee of $142,122.00 was required to be paid to the Sacramento Metropolitan Air Quality Management District (SMAQMD). The construction fee was paid on August 10, 2006.

In addition, an Air Quality Mitigation Plan (AQMP) was required of the project proponent for the operation emissions. The current project is consistent with the uses that were considered in the preparation of the City approved AQMP. Additionally, a fee of $48,416.00 was required for off-site operational air quality mitigation. That fee has not yet been paid.

When the Natomas Place PUD project was brought forward to City Council for approval the operational and construction fees were mistakenly reversed and the fees were mixed up in there respective mitigation measures. This addendum identifies that the construction fee of $142,122.00 has been paid and that the PUD AQMP has been completed. The mitigation for the operational fee of $48,416.00 is still required to be paid to the SMAQMD for compliance with the mitigation measures adopted in the Natomas Place (Pardee at Natomas) Mitigated Negative Declaration to reduce air quality impacts to a less-than-significant level.

2. **No substantial changes have occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous Mitigated Negative Declaration.**

There are no changes in this project to the approved land uses previously evaluated in the approved Pardee at Natomas (P05-129) Mitigated Negative Declaration. The environmental document prepared for the original project took existing and proposed development in the project vicinity into account, and no substantial changes have occurred since the date of adoption of the original environmental document that would change the impact analysis.

3. **No new information of substantial importance has been found that shows any of the following:**

   a) **The project will have one or more significant effects not discussed in the previous Negative Declaration and EIRs;**

   b) **Significant effects previously examined will be substantially more severe than shown in the previous Negative Declaration and EIRs;**

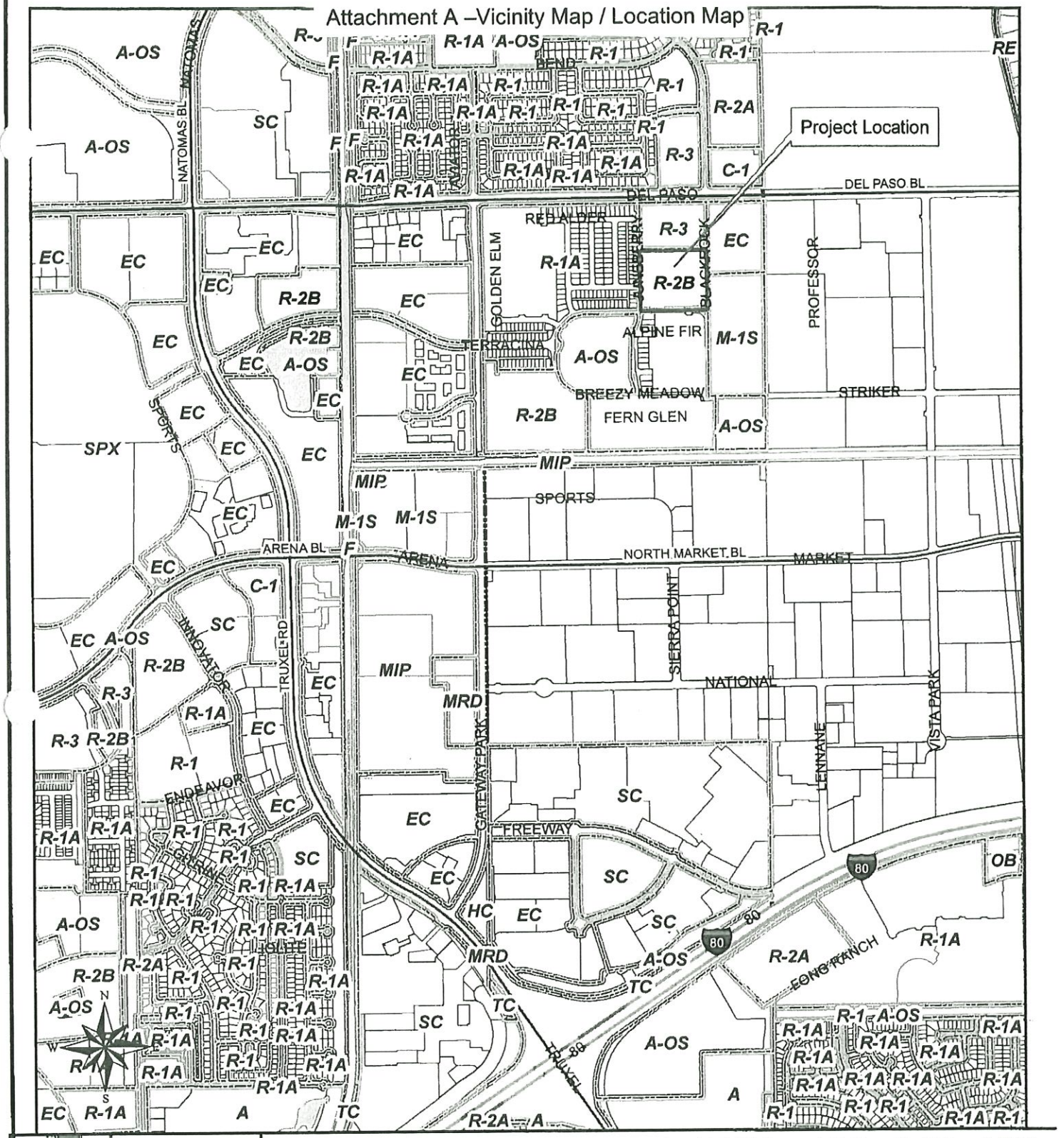
   c) **Mitigation measures previously found to be infeasible would in fact be feasible and would substantially reduce one or more significant effects of the proposed project; or**

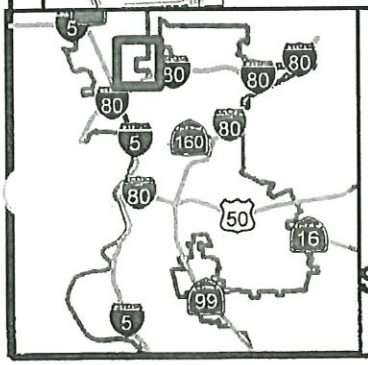
   d) **Mitigation measures which are considerably different from those analyzed in the previous Negative Declaration and EIRs would substantially reduce one or more significant effects on the environment.**

There are no changes in this project to the approved land uses previously evaluated in the approved Pardee at Natomas (P05-129) Mitigated Negative Declaration. The proposed project is consistent with the original project, and would create no impacts that have not previously been identified.

Attachment A – Vicinity Map/Location Map
Attachment B – Site Plan
Attachment C – Pardee at Natomas (P05-129) Initial Study/Mitigated Negative Declaration

Attachment A –Vicinity Map / Location Map



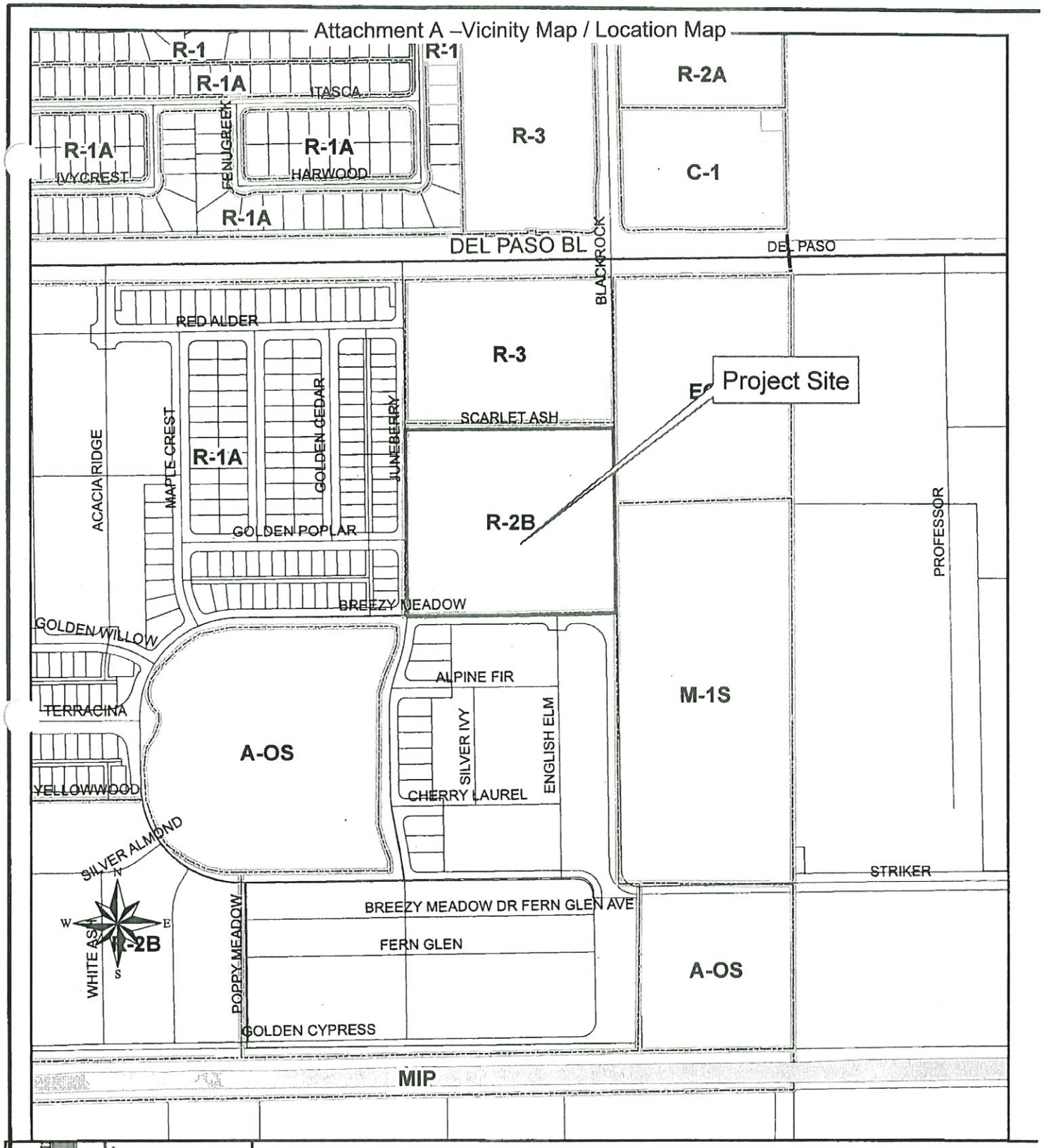


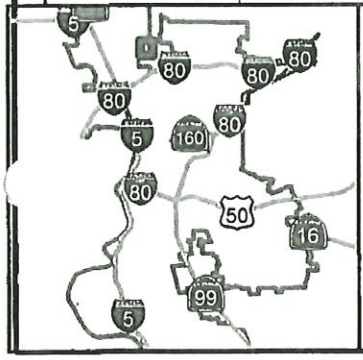
0 410 820 1,640 2,460 3,280 Feet

Vicinity Map: Natomas Place Market Rate Condo's
Blackrock Rd, between Scarlet Ash & Breezy Meadow Dr.
P08-047

Development Services Department
Current Planning Division

May, 2008





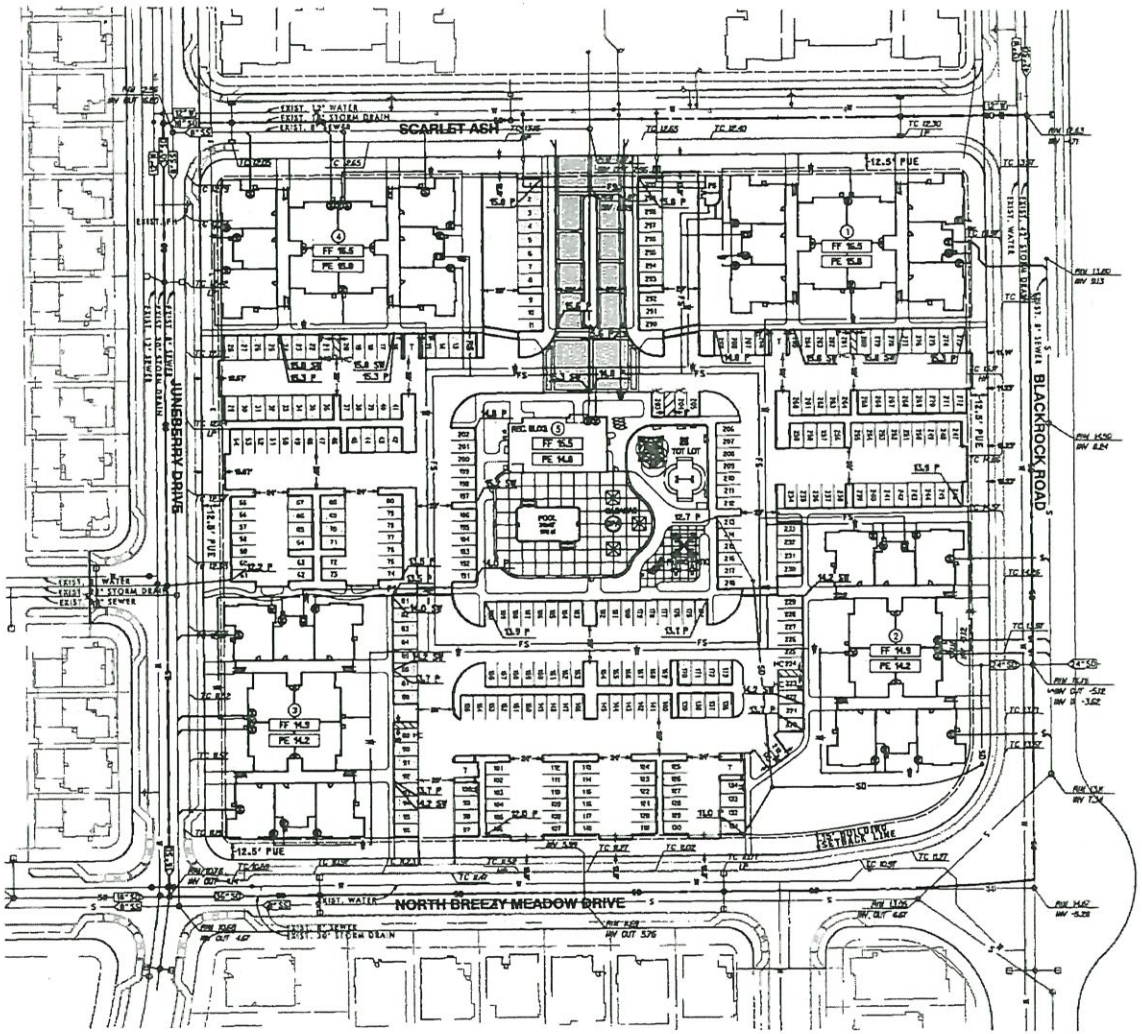
Location Map:Natomas Place Market Rate Condominiums Blackrock Rd, between Scarlet Ash and N. Breezy Meadow Drive P08-047

0 125250 500 750 1,000 Fee

Development Services Department
Current Planning Division

May, 2008

P08-047
APRIL 22, 2008



Legend

- 30-plex Building (3 - Stacked Units)
- Building Setback
- Trash and Recycling Enclosure (Typical)
- Handicap Parking (Typical) Standard Size 18' x 9'
- Open Parking Spaces (Typical) Standard Size 18' x 9'
- Tops and Toes of Existing Slope Areas
- Tops and Toes of Proposed Slope Areas
- Pedestrian Crossing
- Grasscrete/Enhanced paving with bollards
- Fire Hydrant
- Water Meter
- Back Flow Preventer
- Fire Service Lateral
- Sewer Lateral
- Water Lateral
- Pump Station
- Carport
- Sewer Line w/cleanout
- Fire Service Line
- Water Line
- Storm Drain Line
- Grated Inlet (Brooks Box)
- Storm Drain Cleanout
- Storm Drain Manhole
- Condenser Pad
- Pavement Elevation
- Sidewalk Elevation

GRAPHIC SCALE 1" = 40'

Attachment B – Site Plan