# NEGATIVE DECLARATION

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

**P96-083 - Natomas Crossing - Alleghany Area #2**
Entitlements to allow development of a portion of one neighborhood in the North Natomas community on 210.75± gross acres located at the southwest corner of North Market Boulevard and the East Drain. (D1) (APN: 225-0150-038, 047, 048, 049, and 050) Carol Shearly

A. *Negative Declaration*

B. *Mitigation Monitoring Plan*

C. *Development Agreement* between City and Alleghany Properties, Inc.

D. *General Plan Amendment* of 210.75± gross acres from 94.7± gross acres Low Density Residential (4-15 dwelling unit per net acre (du/na)), 20.2± gross acres Medium Density Residential (16-29 du/na), 36.1± gross acres Mixed Use, 14.4± gross acres Community/ Neighborhood Commercial and Offices, 8.7± gross acres Public/ Quasi-Public- Miscellaneous, 5.0± gross acres Parks, Recreation, Open Space, 13.2± gross acres Water, 2.7± gross acres Light Rail Alignment, and 15.7± gross acres Roadways to 93.9± gross acres Low Density Residential (4-15 du/na), 13.6± gross acres Medium Density Residential (16-29 du/na), 32.4± gross acres Mixed Use, 16.4± gross acres Community/ Neighborhood Commercial and Offices, 15.4± gross acres Public/ Quasi-Public- Miscellaneous, 5.0± gross acres Parks, Recreation, Open Space, 15.6± gross acres Water, 2.7± gross acres Light Rail Alignment, and 15.7± gross acres Roadways

E. *1994 North Natomas Community Plan Amendment* of 210.75± gross acres from 65.9± gross acres Low Density Residential (3-10 du/na; target= 7 du/na), 28.8± gross acres Medium Density Residential (7-21 du/na; target= 12 du/na), 20.2± gross acres High Density Residential (11-29 du/na; target= 22 du/na), 14.5± gross acres Employment Center 40, 21.60± gross acres Employment Center 65, 14.4± gross acres Neighborhood Commercial, 2.0± gross acres Elementary School, 2.0± gross acres Community Center, 2.1± gross acres Institution, 2.6± gross acres Civic-Transit, 4.9± gross acres Park, 13.2± gross acres Drainage Canal, 2.7± gross acres Light Rail Alignment, and 15.7± gross acres Roadway to 62.7± gross acres Low Density Residential, 31.2± gross acres Medium Density Residential, 13.6± gross acres High Density Residential, 12.4± gross acres Employment Center 40, 20.0± gross acres Employment Center 65, 16.4± gross acres Neighborhood Commercial, 8.6± gross acres Elementary School, 2.8± gross acres Community Center, 1.0± gross acres Institution, 3.0± gross acres Civic-Transit, 5.0± gross acres Park, 15.6± gross acres Drainage Canal, 2.7± gross acres Light Rail Alignment, and 15.7± gross acres Roadway

F. *Rezone* of 210.75± gross acres from 9.90± gross acres Standard Single Family Planned Unit Development (R-1-PUD), 32.95± gross acres Single Family Alternative-PUD (R-1A-PUD), 74.55± gross acres Multi-Family Residential (R-2B-PUD), and 93.35± gross acres Manufacturing, Research and Development-20 percent office-PUD (MRD-20-PUD) to 83.41± gross acres R-1-PUD, 38.23± gross acres R-1A-PUD, 14.04± gross acres Multi-Family-PUD (R-2B-PUD), 16.33± gross acres Employment Center-40 employees per net acre-PUD (EC-40-PUD), 36.04± gross acres EC-65-PUD, 3.01± gross acres Limited Commercial-PUD (C-1-PUD), and 19.69± gross acres Shopping Center-PUD (SC-PUD)

G. *Designation of a PUD* and Establishment of PUD Guidelines and Schematic Plan for Natomas Crossing PUD- a portion of Neighborhood #4 of the North Natomas Community Plan consisting of 210.75 acres

H. *Tentative Master Parcel Map for Alleghany Area #2* to subdivide 5 parcels totaling 210.75± gross acres into 36 master parcels consisting of 11 parcels for low density, single family residential uses; 10 parcels for medium density, single family residential uses; 2 parcels for high density, multi-family residential uses; 1 neighborhood commercial parcel; 1 park parcel; 1 elementary school parcel; 1 community center parcel; 1 civic-transit parcel; and 1 institution parcel for a day care center

I. *Tentative Map for Phase I - Natomas Crossing* to subdivide 22 proposed master parcels totaling 104.21± gross acres into 574 lots consisting of 292 low density, single family residential lots on 62.71± gross acres; 239 medium density, single family residential lots on 38.24± gross acres; 1 lot for Road F (3.26± acres) and 43 miscellaneous lots consisting of 2 neighborhood entry monument sign lots, 8 open space/ passive park lots, 24 pedestrian/ vehicle access lots within a gated community, 6 entrance landscape/ gate lots within a gated community, 1 recreation center lot within a gated community, 1 lot for RD 1000 drainage, and 1 landscape buffer lot along South Loop Road (Road F)

J. *Subdivision Modification* to allow private streets within a proposed gated community

K. *Subdivision Modification* to allow alleys within the Natomas Crossing subdivision

The City of Sacramento, Department of Planning and Development, has reviewed the proposed project and has determined that the project, with mitigation measures, as identified in the attached Initial Study, will not have a significant effect on the environment. 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).

The Negative Declaration has been prepared pursuant to Title 14, Section 15070 of the California Code of Regulations; the Sacramento Local Environmental Regulations (Resolution 78-171) adopted by the City of Sacramento; and the Sacramento City Code, Title 63.

A copy of this document and all supportive documentation may be reviewed or obtained at the City of Sacramento, Department of Planning and Development, Environmental Services Section, 1231 "I" Street, 3rd Floor, Sacramento, California 95814.

City of Sacramento, California
A Municipal Corporation

**P96-083- Natomas Crossing - Alleghany Area #2**
attachment
rev. 8/96
form.mit

By:
For the Environmental Services Division Manager

# ATTACHMENT 1

## DISCUSSION OF INITIAL STUDY

**PROJECT INFORMATION**

**Project Number:** **P96-083**

**Project Name:** **Natomas Crossing - Alleghany Area #2**

**Project Location:**

The subject property consists of 210.75± vacant gross acres and is located within the North Natomas Community Plan (NNCP) area at the southwest corner of North Market Boulevard and the East Drain (see Attachment 2). The site is identified as the following five Assessor's Parcel Numbers: 225-0150-038, 047, 048, 049, and 050.

**Existing Plan Designation(s) and Zoning:**

| | |
|---|---|
| Sacramento General Plan Update Designation | Low Density Residential (4-15 dwelling unit/ net acre (du/na)), Medium Density Residential (16-29 du/na), Community/ Neighborhood Commercial and Offices, Mixed Use, Public/ Quasi-Public & Misc., Parks-Recreation- Open Space, and Water |
| North Natomas Community Plan Designation | Low Density Residential (3-10 du/na, target=7), Medium Density Residential (7-21 du/na, target=12), High Density Residential (11-29+ du/na, target=22), Neighborhood Commercial, Employment Center-40 (40 employees/ net acre), Employment Center-65 (65 employees per net acre), Elementary School, Community Center, Civic-Transit, Institution, Park, and Drainage Canal |
| Existing Zoning | R-1-PUD, R-1A-PUD, R-2B-PUD, MRD-20-PUD |
| Existing Land Use | Vacant |

**Entitlement Requests:**

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

**P96-083 - Natomas Crossing - Alleghany Area #2**
Entitlements to allow development of a portion of one neighborhood in the North Natomas community on 210.75± gross acres located at the southwest corner of North Market Boulevard and the East Drain. (D1) (APN: 225-0150-038, 047, 048, 049, and 050)

A. *Negative Declaration*

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F. *Rezone* of 210.75± gross acres from 9.90± gross acres Standard Single Family Planned Unit Development (R-1-PUD), 32.95± gross acres Single Family Alternative-PUD (R-1A-PUD), 74.55± gross acres Multi-Family Residential (R-2B-PUD), and 93.35± gross acres Manufacturing, Research and Development-20 percent office-PUD (MRD-20-PUD) to 83.41± gross acres R-1-PUD, 38.23± gross acres R-1A-PUD, 14.04± gross acres Multi-Family-PUD (R-2B-PUD), 16.33± gross acres Employment Center-40 employees per net acre-PUD (EC-40-PUD), 36.04± gross acres EC-65-PUD, 3.01± gross acres Limited Commercial-PUD (C-1-PUD), and 19.69± gross acres Shopping Center-PUD (SC-PUD)

G. *Designation of a PUD* and Establishment of PUD Guidelines and Schematic Plan for Natomas Crossing PUD- a portion of Neighborhood #4 of the North Natomas Community Plan consisting of 210.75 acres

H. *Tentative Master Parcel Map for Alleghany Area #2* to subdivide 5 parcels totaling 210.75± gross acres into 36 master parcels consisting of 11 parcels for low density, single family residential uses; 10 parcels for medium density, single family residential uses; 2 parcels for high density, multi-family residential uses; 1 neighborhood commercial parcel; 1 park parcel; 1 elementary school parcel; 1 community center parcel; 1 civic-transit parcel; and 1 institution parcel for a day care center

I. *Tentative Map for Phase I - Natomas Crossing* to subdivide 22 proposed master parcels totaling 104.21± gross acres into 574 lots consisting of 292 low density, single family residential lots on 62.71± gross acres; 239 medium density, single family residential lots on 38.24± gross acres; 1 lot for Road F (3.26± acres) and 43 miscellaneous lots consisting of 2 neighborhood entry monument sign lots, 8 open space/ passive park lots, 24 pedestrian/ vehicle access lots within a gated community, 6 entrance landscape/ gate lots within a gated community, 1 recreation center lot within a gated community, 1 lot for RD 1000 drainage, and 1 landscape buffer lot along South Loop Road (Road F)

J. *Subdivision Modification* to allow private streets within a proposed gated community

K. *Subdivision Modification* to allow alleys within the Natomas Crossing subdivision

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

1. 1986 North Natomas Community Plan Environmental Impact Report (86 NNCP EIR)
2. Supplement to the 1986 NNCP EIR for the 1994 North Natomas Community Plan (NNCP SEIR)
3. Mitigation Monitoring Plan for the 1994 North Natomas Community Plan
4. Transportation Evaluation of the North Natomas Composite Plan - September 18, 1992, Prepared for the City of Sacramento by Kittelson and Associates
5. 1994 North Natomas Community Plan (94 NNCP)
6. North Natomas Financing Plan (August 1994, Chapter V- Land Acquisition Program amended October 31, 1995)
7. North Natomas Development Guidelines (November 1994)
8. Traffic Impact Analysis for Natomas Crossing - Alleghany Area #2 prepared by the City Public Works, Transportation and Engineering Planning Division dated January 1997
9. Natomas Basin Habitat Conservation Plan, Revised Draft, dated October 1995
10. Delineation of Waters of the United States for North Natomas Quadrant One Holdings prepared by Gibson and Skordal Wetland Consultants, dated March 1997
11. Cultural Resources Inventory and Evaluation for the Proposed Alleghany Development prepared by PAR Environmental Services, Inc. dated February 1997
12. Alleghany Properties Planned Unit Development (PUD) Guidelines prepared by Vail Engineering, Inc. dated August 5, 1996 and as revised

**South Natomas Impacts**

Paragraph 13 of the North Natomas Settlement Agreement states that:

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

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

**Project Description**

Alleghany Properties, Inc. has submitted an application, Alleghany Area #2- Natomas Crossing to the City of Sacramento's Planning and Development Department for the necessary entitlements to develop portions of one neighborhood in the North Natomas community (see Attachments 3 through 12). Alleghany also submitted concurrently two other applications for development in North Natomas: Alleghany Area #1 at the southeast corner of Del Paso and Truxel Roads and Alleghany Area #3 on the east side of I-5 between Del Paso and San Juan.

The total project area of Alleghany Area #2 is 210.75± gross acres. The applicant is proposing mixed use development consisting of 839 dwelling units, including 292 low density units on 62.72± gross acres (48.87 net acres), 239 medium density units on 38.23± gross acres (19.18 net acres), and 308 high density units on 14.04 gross acres (12.21 net acres). The proposal also includes 19.69± gross acres of neighborhood commercial, 15.33± gross acres of Employment Center-40 (40 employees per net acre) (EC-40) and 36.04±

gross acres of EC-65. Community and neighborhood parks totaling 4.98± gross acres (not including any joint use school/park land or the proposed "parklets") are included in the project area. Seven "parklets", totaling 2.12± acres and ranging in area from 6,069 square feet to 18,487 square feet, are located throughout the low density residential acreage. Also, the widening of the East Drain will require about 15.6 acres of the EC-65, EC-40, and Medium Density Residential areas. The majority of one elementary school site (8.64± gross acres of the 10 acre site) is included (the balance of the school site is located on adjacent property). Three civic uses totaling 6.79± gross acres are also shown - a 3.01± gross acre civic-transit center including a light rail station and other transit amenities, a 2.78± gross acre community center, and a 1.00± gross acre lot for institution uses.

The subject site includes a portion of one neighborhood, Neighborhood #4. Each neighborhood in North Natomas has an elementary school as its focal point and includes a variety of housing densities and types, as well as commercial, transit, and park/ open space services. A neighborhood center is proposed at the intersection of Road J and Road D within the project area and includes a commercial center with a light rail station at the northeast corner, high density residential uses at the northwest corner, civic uses (community center, institution uses, school and park) at the southwest corner and employment center uses at the southeast corner.

The applicant is proposing a Tentative Master Parcel Map (Attachment 5) to subdivide five existing parcels into 36 master parcels, including 11 parcels for low density residential uses, 10 parcels for medium density residential uses, 2 parcels for high density residential uses, 2 parcels for Employment Center-40 uses, 4 parcels for EC-65 uses, 2 parcels for neighborhood commercial uses, a Civic- Transit lot, a Community Center lot, an Institution lot, an elementary school lot, and a park lot. Also, the applicant is proposing a Tentative Subdivision Map - Natomas Crossing (Attachment 6) for a portion of the Master Parcel Map area to subdivide 22 proposed master parcels totaling 104.21± gross acres into 292 single family lots on 62.71± gross acres, 239 medium density lots on 38.24± gross acres, 1 lot for Road F (3.26 acres) and 43 miscellaneous lots. The miscellaneous lots include: 2 neighborhood entry monument lots, 8 open space/ passive park lots ("parklets"), 24 pedestrian/ vehicle access lots within a gated community, 6 entrance landscape/ gate lots within a gated community, 1 lot for RD1000 drainage, and 1 landscape buffer lot along South Loop Road (Road F). Subdivision Modifications are also requested to allow private streets within the gated community and to allow alleys throughout the subdivision.

## ENVIRONMENTAL EFFECTS

### 1. EARTH

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

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

differences in parent material, drainage, and topography (NNCP DEIR, K-1).
The soils in the study area have developed on alluvial deposits, on natural levees, and within the floodplain of the Sacramento River. The deposits consist of a thick sequence of sands, silts, and clays of varying thickness and lateral distribution. Deposits may occur in pockets (or lenses) or in abandoned stream channels within more extensive layers. Relative shrink-swell potential is variable within each soil type and depends upon the amount and type of clay present in any specific area (NNCP DEIR, K-4). Soil in the project area is primarily Cosumnes Series (NNCP DEIR, Exhibit K-3). Cosumnes Series soils consist of very deep, drained soils which have developed on recent alluvial floodplains. These silty loam soils have a low shrink-swell potential and moderate permeability.

Cities in California are required to consider seismic safety as part of the General Plan safety elements. The City of Sacramento also recognizes that it is prudent for the City to prepare for seismic related hazards and has, therefore, adopted policies as a part of the General Plan, Health and Safety Element. These policies require that the City protect lives and property from unacceptable risk due to seismic and geologic activity or unstable soil conditions to the maximum extent feasible, that the City prohibit the construction of structures for permanent occupancy across faults, that soils reports and geologic investigations be required for multiple story buildings, and that the Uniform Building Code requirements that recognize State and federal earthquake protection standards in construction be used. The policies listed above are implemented through the building permit process for new construction projects and reduce the potential significant health and safety impacts. According to the 1986 NNCP EIR Section K- Geology and Soils, the site lies within Seismic Zone "2" where zone 0 represents the least damage and 3 represents the most damage. The closest faults and the distance of them from Sacramento are the Dunnigan Hills fault, 25 kilometers from Sacramento; the Midland fault, 35 kilometers; the Bear Mountain fault, 35 kilometers; and the New Melones fault, 65 kilometers (NNCP EIR, Exhibit K-7).

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

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

NORTH NATOMAS IMPACT:

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

SOUTH NATOMAS IMPACT:

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

## 2. AIR

Setting - Air Quality

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

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

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

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

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

**Carbon Monoxide Standards**

| Federal | State | PPM |
|---|---|---|

| | | |
|---|---|---|
| 8-hour | 8-hour | 9 |
| 1-hour | - | 35 |
| - | 1-hour | 20 |

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

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

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

- Development in North Natomas shall comply with the Federal and the California Clean Air Acts. (NNCP pg.48)

- Structure the community and each development to minimize the number and length of vehicle trips. (NNCP pg. 48)

- Minimize air quality impacts through direct street routing, providing a support network for zero-emission vehicles, bicycles, and pedestrians, and sizing streets suitable to the distance and speed of the traveler. (NNCP pg. 38)

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

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

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

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

establishes a community-wide goal of a 35 percent reduction in traffic and other related ROG's to assist in achieving and maintaining federal ozone standards.

Project Related Impacts

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

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

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

Mixture of Land Uses: Per the 1986 NNCP EIR, a mixture of land uses is viewed as a benefit to reducing air quality because fewer trips may need to be made between activity centers. The proposed project is designated for a mixture of uses: residential, retail, office, and civic uses. This mixture of land uses allows residents to work and shop within close proximity to their homes encouraging fewer and shorter trips.

Reduce Trips, Direct Street Routing and Ped/Bike/Low Emission Network: The Guiding Policies of the 1994 NNCP indicate that air quality can be improved by: 1) structuring each development to reduce trips, 2) providing direct street routing and ped/bike/transit linkages, and 3) providing commercial services at light rail stations. To accomplish these improvements, the project and PUD guidelines shall ensure that buildings are close to the street and transit station/ stop; provide an on-street/ off-street bike system and a

pedestrian network throughout the neighborhood; and encourage transit-serving commercial uses at the neighborhood commercial center at the proposed light rail station. A proposed light rail station is located on-site at Truxel Road and Road D and a proposed second station is located close by at the proposed Natomas Marketplace along Truxel Road. Both stations provide commercial services for potential transit riders.

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

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

NORTH NATOMAS IMPACT:

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

MITIGATION:

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

Mitigation Measure #2: The applicant shall comply with the following short term construction mitigation:

1. All sites shall be graded such that the new topography makes a smooth transition to existing adjacent topography.

2. Dust and soil erosion control measures shall be implemented during the construction phases of all projects. These measures are intended to minimize soil erosion and fugitive dust emissions. Suggested measures include:

    a. watering exposed soils;
    b. covering exposed soils with straw or other materials;
    c. adopting measures to prevent construction vehicles from tracking mud onto adjacent roadways;
    d. covering trucks containing loose and dry soil; and
    e. providing interim drainage measures during the construction period.

3. In non-pavement areas, any vegetation covered or removed during grading or construction (including slope protection) should be replanted following the construction activities.

SOUTH NATOMAS IMPACT:

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

## 3. WATER

Flood Protection

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

The Policy EIR is available through the Department of Planning and Development, 1231 I Street, Room 300, Sacramento, California. This document serves as a Program EIR addressing the flood-related risks to people and property created by new development in the 100-year floodplain in the City. The flood-related risks created by the proposed project fall within the scope of the Program EIR. Accordingly, the findings adopted by the Council in connection with its certification of the Program EIR and its adoption of the Policy and Revised Flood Policy are applicable to the proposed project. These findings are set forth in the Findings of Fact/Statement of Overriding Considerations for the Land Use Planning Policy Within the 100-Year Floodplain in the City of Sacramento. This document is appended to the Program EIR available through the Department of Planning and Development (see Land Use Section 8).

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

AE Flood Zone - Internal 100 Year Floodplain: About 60 percent of the project area is located within the internal 100 year floodplain (AE Flood Zone) in that a 100 year flood event is anticipated to overtop the western levee of the East Drain to the east of the site inundating that portion of the project area with flood

water (see Attachment 13). The area includes the eastern side of the project area adjacent to the East Drain. The area within the AE zone includes all of the Employment Center area, Medium Density Residential area and the Civic-Transit site; and a portion of the Neighborhood Commercial areas, Park, Community Center, and Institution uses. The Elementary School, the majority of the High Density Residential uses, and a portion of the Low Density Residential uses are located outside the AE zone. Prior to building any structure in the area with an AE Flood Zone, the U.S. Army Corps of Engineers shall issue a Conditional Letter of Map Revision (CLOMR) to indicate that adequate infrastructure has been completed to remove the area from the 100 year internal floodplain. Obtaining the CLOMR will be a condition of approval for portions of the Phase I Tentative Subdivision Map affected by the AE Flood Zone.

AR (Restoration) Flood Zone: In October, 1994, the Federal Emergency Management Agency (FEMA) promulgated its Restoration (AR) Flood Zone Interim Rule. The Final Rule was expected out in June 1995 and has not been released as of March 1997. The AR zone is intended for cities, like Sacramento, where a certified 100 year or greater flood protection system has been de-certified due to updated hydrologic or other data. The North Natomas Community Plan area, as well as much of the city, is anticipated to be designated AR zone. The Interim Rule, as drafted, segregates any area that is zoned AR into two categories: "developed" or "undeveloped". "Developed" is defined as 75 percent or more of the parcels within the area are developed. As drafted, residential and non-residential development may occur in areas designated "developed" as long as the floor of the building is elevated three feet above adjacent grade. No development will be allowed in "undeveloped" areas until 100 year flood protection is obtained. Once the Final Rule is set forth, the City will have six months to amend its policies to comply with the AR zone regulations. The project area is likely to be within the AR "undeveloped" zone and will therefore be required to comply with the City's policy, once adopted, unless 100 year flood protection has been obtained.

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

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

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

- New residential subdivisions shall either identify refuge areas to the satisfaction of the City Planning and Development Department or ensure that at least 50 percent of all residential units shall have a top plate above the base flood elevation;

- Major projects (40,000 square feet or larger) shall have second story construction or roof access and a top plate above the base flood elevation in order to provide adequate refuge areas. Refuge areas at private structures should be required to accommodate employees only; and

- Special facilities, such as hospitals and elder care facilities, shall be required to implement flood safety measures in their designs to the satisfaction of the City Planning and Development Department.

Anticipated Ground Water Impacts

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

Seasonal Water

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

Drainage

The proposed project would increase the runoff volumes generated by the property. The impervious surfaces of residential and non-residential development would require an on-site storm drain system which would deliver runoff from the site to the detention basins and East Drain. City Utilities staff has indicated that prior to the approval of the final master parcel map, an assessment district, or other financing mechanism acceptable to the City, must be formed for the purpose of constructing all common drainage facilities within Drainage Shed Areas #5 and #6 and any additional drainage capacity or facilities required to accommodate development in the project area and all facilities shall be bonded for (or otherwise financed) or constructed. The project proponent shall provide adequate stormwater drainage to the satisfaction of the City Utilities Director.

NORTH NATOMAS IMPACT:

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

MITIGATION:

Mitigation Measure #3: A Drainage Agreement coordinating the provision of stormwater drainage with all the property owners must be executed. An adequate stormwater drainage plan shall be designed to the satisfaction of the City Utilities Director prior to recordation of the Master Parcel Map. Construction of the drainage facilities shall be commenced prior to issuance of a building permit. Construction of the drainage facilities shall be completed prior to issuance of a certificate of occupancy for any building on the site.

Mitigation Measure #4: Prior to occupying any building on the site, the applicant shall obtain a Conditional Letter of Map Revision (CLOMR) from FEMA or elevate the building a minimum of one foot above the base flood elevation.

Mitigation Measure #5: The project shall comply with the applicable Residential and Non-Residential Development Guidelines in the adopted Comprehensive Flood Management Plan to the satisfaction of the Director of Planning and Development, including:

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

- New residential subdivisions shall either identify refuge areas to the satisfaction of the City Planning and Development Department or ensure that at least 50 percent of all residential units shall have a top plate above the base flood elevation;

- Major projects (40,000 square feet or larger) shall have second story construction or roof access and a top plate above the base flood elevation in order to provide adequate refuge areas. Refuge areas at private structures should be required to accommodate employees only; and

- Special facilities, such as hospitals and elder care facilities, shall be required to implement flood safety measures in their designs to the satisfaction of the City Planning and Development Department.

SOUTH NATOMAS IMPACT:

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

## 4/5. PLANT AND ANIMAL LIFE

The following information on biological resources in the project area is based upon a review of the California Natural Diversity Database (CNDDB), figures in the draft Natomas Basin Habitat Conservation Plan (revised draft October 1995), and the Delineation of Waters of the United States report, prepared by Gibson and Skordal, dated March 1997.

The 1986 NNCP EIR and the subsequent 1994 NNCP SEIR evaluated four distinct habitat types which exist in the North Natomas study area. These four habitat types are as follows: 1) Wooded Riparian/ Wetland, 2) Non-wooded Riparian/ Wetland, 3) Agricultural, and 4) Developed Areas. According to Exhibit N-2 - Vegetation Types in the 1986 NNCP EIR, dated 1985, the project area included agricultural- rice, agricultural-other, and non-wooded riparian/ wetland. On the All Crops Map prepared by the Natomas Mutual Water Company, dated 1993, the project area land cover is vacant.

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

Special Status Plants: According to the 1986 NNCP EIR and the 1994 NNCP SEIR, based on field surveys, data search, and literature searches, four special status plant species could exist at the project site. These species were the Boggs Lake Hedge-Hysopp (Gratiola heterosepala), Palmate-bracted Bird's Beak (Cordylanthus palmatus), California Hibiscus (Hibiscus californicus), and Downingia (Downingia humilis). All four of these species are associated with wetland or vernal pool habitat types. According to the Delineation of Waters of the United States report prepared by Gibson and Skordal, dated March 1997, none

of the four plant species are found on the site. No mitigation measures related to special status plants are required for the project. Development of the site would create a less-than-significant impact on special status plants.

Special Status Animals: The following special status animals were studied in the 1986 NNCP EIR, the 1994 NNCP SEIR and the Natomas Basin Habitat Conservation Plan, revised draft October 1995:

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

Giant garter snakes would likely occur on the project site and have been recorded along the East Drainage Canal (CNDDB, October 1994). Giant garter snakes probably live in the canal and some of its tributaries; other tributaries may be used only as dispersal corridors. The East Drain is excellent giant garter snake habitat, and it is possible that snakes use the levees of the canal as basking habitat and use abandoned ground squirrel burrows as a place to hibernate during the winter months.

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

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

Several Swainson's hawk nests have been reported west of the project site along the Sacramento River (CNDDB, October 1994). According to the California Natural Diversity Database, October 1994, no Swainson's hawks were observed on or near the project site. Swainson's hawks usually leave their nesting territories and foraging grounds in the Central Valley and begin migrating toward South America in September (Estep, pers. comm.). The site does not contain good nesting trees for the hawks, nor does it support good foraging habitat. Impacts to the Swainson's hawk are expected to be less-than-significant.

**Peregrine Falcon** (Falco peregrinus). The peregrine falcon is listed as Endangered by CDFG and USFWS. The population is increasing due to restrictions on the use of DDT and an intensive, multi-agency recovery program. Three peregrine falcons were seen on July 24, 1990, in North Natomas north of Del Paso Road north of the site. There are no suitable nesting sites for this species on the property.

**Black-shouldered Kite** (Elanus cearuleus). The black-shouldered kite is listed as a Fully Protected Species by the CDFG. This raptor usually nests in oaks and willows, and forages for small rodents on agricultural lands and grasslands. In the winter, black-shouldered kites often roost communally in stands of trees or orchards. The black-shouldered kite is a non-migratory resident of the North Natomas Community Plan

area. Communal roosts are given special consideration by the California Department of Fish and Game when reviewing project impacts. The closest communal roosting site was observed in the willow-cottonwood woodland at the southern end of Fisherman's Lake, west of the site. Groups of up to 34 individuals were observed roosting in large willows and cottonwoods along Fisherman's Lake on four dates during the 1984 survey for the NNCP EIR and by the Department of Fish and Game. This project does not impact that roosting site.

**Burrowing Owl** (Athene cunicularia). The CDFG lists the burrowing owl as a Species of Special Concern and a fully protected species. Burrowing owls are small owls which feed on insects, mice, and small birds. In the Natomas area, they also eat crayfish from the canals. Burrowing owls are semi-fossorial, nesting in abandoned ground squirrel burrows in berms along paved roads, dirt roads, and canals and hunting on agricultural lands and grasslands. Burrowing owls breed between March and August. The burrowing owl is a non-migratory resident of the project area.

Three large colonies of burrowing owls were located in the community plan area during the 1984 study with at least 12, 11, and 8 birds, respectively. According to EIP Associates, as many as ten burrowing owls were observed in a small portion of the North Natomas area between May and July of 1990. Although no burrowing owls have been reported on the site specifically, the site is suitable for burrowing occupancy because of the numerous ground squirrel burrows on the property and bordering levees, and because of the foraging opportunities provided by the vacant lots.

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

By incorporating the mitigation measure to reduce the impact of development on the nesting area, impacts to the burrowing owl are expected to be less-than-significant.

**Northern Harrier** (Circus cyaneus). The northern harrier is a State listed Species of Special Concern. This raptor breeds between April and September, and nests on the ground in shrubby vegetation. They forage in annual grasslands, pastures, emergent wetlands, and some croplands. This species is frequently observed in Sacramento County and has been observed foraging in the community plan area. However, there are no suitable nesting sites for this species on the property.

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

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

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

species. The pond turtle normally hibernates between November and February. Eggs are laid by females between March and August in a band near the water's edge or occasionally in fields up to 300 feet from the nearest water (Behler and King, 1979). The project site is adjacent to the East Drain so impacts may be expected to the northwestern pond turtle.

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

Jurisdictional Wetlands: The US Army Corps of Engineers (Corps) and the US Environmental Protection Agency (EPA) regulate the placement of dredged or fill material into wetlands or other "Waters of the United States" under Section 404 of the Clean Water Act. Wetlands are defined for regulatory purposes as areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions (33 CFR 328.3, CFR 230.3 - NWAD DEIR, pg 10-3).

The Clean Water Act requires avoidance of wetlands wherever a practicable alternative exists. For unavoidable impacts, the regulatory agencies have policies calling for mitigation to provide "no net loss" of acreage or habitat value. A wetlands delineation study was prepared by Gibson and Skordal for the proposed project, entitled Delineation of Waters of the United States for North Natomas Quadrant One Holdings, dated March 1997. According to the study, three seasonal wetlands sites (#5, #6, and #7), totaling 2.06± acres, are shown on the Alleghany Area #2 project area. Seasonal wetland sites #5 and 7 are each about 500 square feet in area and seasonal wetland site #6 is about 88,660 square feet (2.03± acres). Site #5 is located near the southwest corner of Truxel Road and North Market Boulevard on Master Parcel #2; site #6 is located west of the Truxel Road bridge over the East Drain on Master Parcels #9 and 23; and site #7 is located on the west side of the East Drain, about 1150 feet south of the Truxel Road bridge on Master Parcel #22 (see delineation map in the report).

When an area has been identified as containing seasonal wetlands, there is typically a concern for special-status species that may reside in the seasonal wetlands. These species include Vernal Pool Fairy Shrimp, California Linderiella, Longhorn Fairy Shrimp, Vernal Pool Tadpole Shrimp, and California Tiger Salamander.

The dominant and/or common plant species found in the seasonal wetlands include tall flatsedge (*Cyperus eragrostis*), creeping spikerush (*Eleocharis macrostachya*), perennial ryegrass, bird's foot trefoil (*Lotus corniculatus*), Bermuda grass (*Cynodon dactylon*), curly dock (*Rumex crispus*), purple hairgrass (*Deschampsia danthonoides*), and slender popcorn flower (*Plagiobothrys stipitatus*). These areas were inundated or displayed indicators that they have been inundated. The wetland hydrology indicators observed include dense algae matting, oxidized rhizospheres on live roots, and landscape position within a defined swale or depression. The soils within the delineated seasonal wetlands are dark gray (2.5Y 4/1) and very dark grayish brown (2.5Y 3/2) clay loams and clays with faint mottles.

The adjacent upland community is marked by a dominance of non-hydrophytic plants including yellow starthistle, geranium, smooth cat's ears (*Hypochaeris glabra*), and filaree, and an absence of wetland hydrology indicators. In general, there is no significant transition between soil types (i.e., hydric soil indicators) moving from wetland to the adjacent upland. The delineation was based primarily on the presence or absence of wetland hydrology indicators and hydrophytic vegetation.

If approved, the requested entitlements will not yet allow for development of the site. However, the

Tentative Master Parcel Map, as proposed, will result in the splitting of the Seasonal Wetland Site #6 as delineated in the Gibson and Skordal study into two master parcels: Master Parcel #9, the EC-40 site at the corner of Truxel Road and Road F; and Master Parcel #23, the northern Medium Density Residential master parcel adjacent to the East Drain. Prior to recordation of the Final Master Parcel Map, the Corps shall review the findings of the Gibson and Skordal study; map the amount and location of the acreage which qualifies as jurisdictional waters of the United States; and identify what, if any, permits will be required. Also, prior to recordation of the Final Map, the Master Parcel Map must be revised to accommodate the official Corps identified seasonal wetlands on no more than one parcel. This lot configuration will allow the integrity of the sites to be maintained, and adequate mitigation to be implemented prior to conveyance of the newly created parcels to any new property owner(s).
Due to the presence of seasonal wetlands on-site, the mitigation measure identified below will be required to mitigate the loss of these seasonal wetlands when development occurs on the site. With the following mitigation measure, a less-than-significant impact on wetlands is expected by the project.

Tree Resources: According to Dan Pskowski, City Arborist, a "few cottonwood trees are located on the site which can be saved or removed at the developer's discretion," therefore a less-than-significant impact on tree resources is expected by the project.

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

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

No construction is proposed with this entitlement request. Before any building can be approved, a Special Permit or other appropriate entitlement must be obtained. The following mitigation measures will apply to development on the project area, once approved: 1) short term construction impacts mitigation (see Section 2 - Air); 2) compliance with burrowing owl mitigation; 3) full participation in the Natomas Basin Habitat Conservation Plan, once adopted; and 4) wetlands mitigation. Compliance with these mitigation measures outlined below is expected to result in a less-than-significant impact on plants and animals.

NORTH NATOMAS IMPACT:

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

MITIGATION:

Mitigation Measure #6: The applicant shall participate in the Natomas Basin Habitat Conservation

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

Mitigation Measure #7: Prior to the recordation of the Final Master Parcel Map and any subsequent phases, the applicant shall provide the City with a US Army Corps of Engineers approved map delineation of the on-site acreage and location of jurisdictional waters (seasonal wetlands) of the United States. And the applicant shall secure a Corps 404 permit, if required. The Final Master Parcel Map, and any subsequent phases, shall show the delineation of all jurisdictional waters (seasonal wetlands) of the United States per the approved Corps map.

Prior to recordation of the Final Master Parcel Map, the Tentative Master Parcel Map shall be revised to accommodate the Corps identified seasonal wetlands. Each contiguous seasonal wetland site shall be fully contained on a minimum of one master parcel. This configuration will allow the integrity of the resource to be maintained, and adequate mitigation to be implemented prior to development or conveyance of the newly created parcel.

Mitigation Measure #8: The applicant shall comply with the following mitigation measure related to reducing the impact of the project on burrowing owls:

1. Immediately prior to initiation of grading or other earth disturbing activities, the project proponent shall hire a qualified biologist to perform a pre-construction survey of the site to determine if any burrowing owls are found using the site for nesting or foraging. If any nest sites are found, the Department of Fish and Game shall be contacted regarding possible suitable mitigation measures. These measures may include the provision of a buffer (typically 300 foot minimum) from the nest site during the breeding season (March 15-August 31), or a relocation effort for the burrowing owls. The survey shall be submitted to the City for review prior to the commencement of any grading or construction activities.

2. If future surveys reveal the presence of burrowing owls on the project site it will be the responsibility of the project applicant to prepare a plan for relocation of the burrowing owls to a suitable site. At a minimum, the plan must include the following:

    a. The location of the birds (and nests) proposed to be relocated;
    b. The location of the proposed relocation site;
    c. The number of birds involved and when during the year relocation is proposed to take place;
    d. The name and credentials of the biologist who would be retained by the applicant to move the birds (and nests);
    e. The method(s) proposed to catch and transport the birds (and nests) to the relocation site;
    f. A description of the preparation to be made at the relocation site where the birds (and nests) would be taken (e.g., enhancement of existing burrows, creation of artificial burrows, one-time or long-term vegetation control, etc.); and
    g. Efforts proposed to follow-up and/or monitor relocation.

SOUTH NATOMAS IMPACT:

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

## 6. NOISE

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

External Noise Impacts on Project

External noise sources that may impact the site include: 1) airport noise from Sacramento International Airport; 2) airport noise from Natomas Air Park; 3) noise from nearby Interstates 5 and 80, and other major streets; 4) noise from the proposed light rail line along Truxel Road; and 5) noise from adjacent land uses.

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

Natomas Air Park: According to the Airport Land Use Commission (ALUC) staff, noise generated by Natomas Air Park does not significantly affect the project site.

Traffic Noise: Noise generated by Interstates 5 and 80 and other major streets is identified in the 1994 NNCP SEIR as Exhibit 4.6-4. The exhibit indicates that no portion of the site would be subjected to 60 dB CNEL or greater by I-5 noise. Further, the exhibit indicates that a small southeastern portion of the site is within the 60 CNEL or greater by I-80 noise. Buildings along Truxel Road and Arena Boulevard (North Market Boulevard) would be subjected to 60 or greater dB from noise generated by those major streets.

The traffic along Truxel Road from South Loop Road (original location) to North Market Boulevard is projected to generate 60 dB noise about 283 feet from the centerline of Truxel Road (Table 4.6-4 SEIR). The area along Truxel Road subjected to 60 Db CNEL or greater is designated for Employment Center, Civic-Transit, or Neighborhood Commercial uses. No residential designations and other sensitive noise receptors are proposed to be located within 283 feet of the centerline of Truxel Road. If a high or medium density residential use is proposed within the EC designated areas, a noise study would be required with the Special Permit to show how potential noise impacts could be mitigated.

The traffic along Arena Boulevard (North Market Boulevard) from I-5 to Truxel Road is projected to generate 60 Db noise about 271 feet from the centerline of Arena Boulevard (Table 4.6-4 SEIR). The area along Arena Boulevard subjected to 60 dB CNEL or greater is designated for Employment Center, Neighborhood Commercial, and High Density Residential uses. Prior to developing the high density residential uses, a Special Permit is required during which noise will be analyzed and mitigation measures proposed to mitigate any noise impacts from the major street.

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

Adjacent Land Uses: The Noise Element of the City of Sacramento General Plan Update provides land use

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

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

Noise from Natomas Marketplace, the regional shopping center to the east of the site, could potentially affect land use compatibility for sensitive noise receptors near the shopping center. According to the Negative Declaration conducted for the Natomas Marketplace, the noise generated by the center is not anticipated to be greater than the traffic noise at the shopping center site. Medium density residential uses are proposed to be located about 275 feet west of the shopping center parcels. No noise impact is expected from the shopping center on the proposed medium density uses.

Noise Impacts of the Project on the Community

Because the project site is currently primarily vacant, there are no major on-site sources of noise. At present, there are no sensitive noise receptors (residential areas, hospitals, schools) located adjacent to the project site. Except a few solitary homes located 200 to 500 feet from the southwest corner of the site, the closest existing residential uses to the project site are located 7,500± feet south of the site across Interstate 80 in South Natomas.

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

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

NORTH NATOMAS IMPACT:

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

SOUTH NATOMAS IMPACT:

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

## 7. LIGHT AND GLARE

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

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

NORTH NATOMAS IMPACT:

The proposal is anticipated to create a less-than-significant light and glare impact. Future construction of any use other than single family residential will be analyzed for light and glare impacts prior to Special Permit approval.

SOUTH NATOMAS IMPACT:

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

## 8. LAND USE

The proposed project site is designated in the Sacramento General Plan Update as Low Density Residential, Medium Density Residential, Community/ Neighborhood Commercial and Offices, Mixed Use, Parks-Recreation- Open Space, Water, and Public/Quasi-Public/ Misc. The 1994 North Natomas Community Plan (NNCP) designates the site as Low, Medium, and High Density Residential, Neighborhood Commercial, Employment Center-40 (EC-40) (40 employees per net acre), EC-65, Elementary School, Community Center, Civic-Transit, Institution, Park, and Drainage Canal. The Employment Center is a mixed use designation intended for primary employers, like office uses, as well as limited amounts of retail, residential, and light industrial uses. The Civic-Transit use is a light rail station with various amenities for transit riders, including parking, ticket facilities, information kiosk, and small transit oriented commercial services.

The site is currently zoned for Standard Single Family (R-1-PUD), Alternative Single Family (R-1A-PUD), Multi-Family (R-2B-PUD), and Manufacturing Research and Development- maximum 20 percent office (MRD-20-PUD).

Proposed Uses

The applicant is proposing to rezone the site to Standard Single Family-PUD (R-1-PUD), Alternative Single Family-PUD (R-1A-PUD), Multi-Family-PUD (R-2B-PUD), Limited Commercial-PUD (C-1-PUD), Shopping Center-PUD (SC-PUD), Employment Center-40-PUD (EC-40-PUD), and Employment Center-65-PUD (EC-65-PUD) to better reflect the General Plan and Community Plan designations.

A General Plan Amendment and Community Plan Amendment are requested because the applicant wishes to make minor modifications to the land use plan. The changes to the land use plan include: 1) moving the elementary school from the adjacent western property to the subject site, 2) deleting about 7 acres of high density residential uses, 3) adding about 2 acres of Neighborhood Commercial, and 4) deleting about 4 acres of employment center uses to account for the widening of the East Drain. The primary reasons for

the plan amendments are:

1) South Loop Road was realigned with the Natomas Marketplace project (P95-074) which resulted in changes to land use cells on the Alleghany property to accommodate radii and tangent requirements for the realigned South Loop Road; and

2) the desire to locate the elementary school on-site rather than on the airport site to the west. The airport site has potential toxic problems and likely won't develop as quickly as Natomas Crossing.

The applicant is also requesting a Tentative Master Parcel Map to subdivide 5 lots totaling 210.75± gross acres into 36 master parcels including the following types of parcels: 11 low density residential, 10 medium density residential, 2 high density residential, 2 EC-40, 4 EC-65, 2 neighborhood commercial, 1 civic-transit, 1 community center, 1 institution, 1 elementary school, and 1 park.

The applicant is requesting a Phase I Tentative Subdivision Map for 103.18± gross acres known as "Natomas Crossing". The Tentative Map proposes to subdivide 22 master parcels into 292 low density single family lots, 239 medium density single family lots, and 43 miscellaneous lots. The miscellaneous lots include: 2 neighborhood entry monument lots, 8 open space/ passive park lots, 24 pedestrian/ vehicle access lots within a gated community, 6 entrance landscape/ gate lots within a gated community, 1 recreation center lot within a gated community, 1 lot for RD1000 drainage, and 1 landscape buffer lot along South Loop Road (Road F). Two subdivision modifications are being requested to allow private streets for a gated community and to allow alleys within the subdivision.

A Development Agreement and a PUD Designation, Schematic Plan, and Guidelines are also requested with this application.

An approved Special Permit will be required prior to construction of any building on the site.

NORTH NATOMAS IMPACT:

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

SOUTH NATOMAS IMPACT:

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

Flood Protection

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

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

The proposed project is located within an area of the 100-year floodplain designated as Zone A-99 on the

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

Non-residential Building Restrictions: The construction of a non-residential building or a residential/commercial building (i.e., hotels and motels) in the Natomas area is subject to the current building restrictions in City Code Section 9.27.1106 (Resolution No. 96-073, approved by the City Council, February 13, 1996). Issuance of permits for non-residential structures in Natomas is allowed, provided these structures are appropriately floodproofed, and in the case of hotels and motels, the permittee has filed an evacuation plan with the City. When the Director of Utilities has made one of the following determinations in writing, none of the restrictions set forth in City Code Section 9.27.1106 shall apply to land within the boundary of the City of Sacramento, and within the land area of the South Natomas Community Plan and the North Natomas Community Plan:

a. The completion of all levee and pump station work on the local project by the Sacramento Area Flood Control Agency; or

b. The Federal Emergency Management Agency has adopted new regulations which allow for unrestricted development in the land area of the South Natomas Community Plan and the North Natomas Community Plan.

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

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

NORTH NATOMAS IMPACT:

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

SOUTH NATOMAS IMPACT:

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

## 9. NATURAL RESOURCES

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

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

NORTH NATOMAS IMPACT:

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

SOUTH NATOMAS IMPACT:

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

## 10. RISK OF UPSET

Natomas Airpark: According to Sacramento Area Council of Governments (SACOG), the project is located within the Overflight Zone for Natomas Airpark, as established by the Airport Land Use Commission Policy Plan (CLUP) (see Attachment 14). Proposed uses include low, medium, and high density residential; neighborhood commercial; a school and park; a community center; a civic institutional use; a civic-transit center; and a number of employment centers. All of the proposed uses, with the exception of the school and the employment centers, are defined by the Policy Plan as being unconditionally compatible with the Overflight Zone. Elementary and secondary schools are defined as being compatible, subject to the condition that the requirements of California Education Code, Sections 39005.7, 81036 and 81038 are fulfilled. Most uses allowed within the Employment Center areas, with some exceptions, are defined by the Policy Plan as being compatible. Incompatible uses within the Overflight Zone include uses such as hospitals, jails and detention centers, and specific types of commercial recreational uses which would result in very large concentrations of people. It is ALUC staff's understanding that these types of uses would require the processing of a conditional use permit by the City. ALUC staff therefore requests that all future permit requests for specific individual projects proposed within the project's Employment Center zones be forwarded to ALUC staff so that determination of consistency with the Policy Plan can be performed.

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

NORTH NATOMAS IMPACT:

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

SOUTH NATOMAS IMPACT:

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

## 11/12. POPULATION AND HOUSING

Between 1975 and 1989, the population in the North Natomas area increased by 88%. This, however, is not remarkable when the actual figures reveal that housing increased from 178 dwelling units floodplain, and compliance with the building restrictions related to flood proofing non-residential structures, the proposed project is expected to have a less-than-significant water impact.

SOUTH NATOMAS IMPACT:

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

## 4/5. PLANT AND ANIMAL LIFE

The following information on biological resources in the project area is based upon literature reviews, a review of the California Natural Diversity Database (CNDDB), consultations with the California Department of Fish and Game (CDFG) and the United States Fish and Wildlife Service (USFWS), a Special Status Plant and Animal Survey conducted by **, and a comment letter from Dan Pskowski, City Tree Services.

The project site consists of primarily vacant land containing a stand of poplars next to a metal shed near the northeast corner of the site. The project site is of moderate value to wildlife and overall, supports a relatively low density and diversity of wildlife.

The present annual grassland reflects a history of agricultural conversion, as the dominant herbaceous plant species are not native to California. Common non-native herbaceous plants found on the site include ** yellow starthistle (Centaurea solstitialus), field bindweed (Convolvolvus arvensis), wild barley (Hordeum leporinum), cocklebur (Xanthium strumarium), and other ruderal and invasive plant species typical of disturbed, urban open space.

Woody vegetation found in the annual grassland consists mostly of non-native trees and shrubs, believed to be associated with the former residence on the project site**. Some of the tree species include boxelder (Acer negundo), common fig (Ficus carica), black walnut (Juglans nigra), and Fremont's cottonwood (Populus fremontii). There are approximately twenty-five trees located on the project site. Projects are evaluated by the City on a case-by-case basis to determine required mitigation for tree loss or damage, regardless of species or size. The City Arborist has surveyed all of the trees on the project site and has evaluated them according to health, size, type, and location. Primarily because of their condition, the City Arborist has recommended that the developer may save or remove all of the trees on this site at his/her discretion.

Wildlife species ** Overall, however, the site supports a relatively low density and diversity of wildlife.

**The riparian woodland associated with the canal is also important to predatory mammals such as gray foxes (Urocyon cinereoargenteus) which hunt and migrate along the riverine corridor, and omnivorous mammals such as opossums (Didelphis virginiana) and raccoons (Procyon lotor), who forage along the canal for small fish and mammals, crayfish, tadpoles, and carrion. Western pond turtles (Clemmys marmorata) bask on the banks of the canal and retreat to water when disturbed. Fish and amphibians in the canal provide potential prey for the endangered giant garter snake (Thamnophis couchi gigas).

Use of drought tolerant, native plants in landscaping areas per NN Dev Guidelines pg. **

Special Status Plants**

A botanical survey of the project site was conducted as part of the PAR Environmental Services, Inc. survey. The survey indicated that the plant diversity on the project site is low compared to the habitats which existed in North Natomas prior to the conversion of most of the land to agriculture. It was indicated that the majority of the plant species identified on the project site were introduced weeds and grasses.

Based on field surveys, data search, and literature searches, biologists from PAR Environmental Services determined that there was the potential for four special status species at the project site. These species were the Boggs Lake Hedge-Hysopp (Gratiola heterosepala), Palmate-bracted Bird's Beak (Cordylanthus palmatus), California Hibiscus (Hibiscus californicus), and Downingia (Downingia humilis). All four of these species are associated with wetland or vernal pool habitat types. A survey for these species was conducted by Dr. Steven Towers of PAR Environmental Services, Inc. in September and October of 1990. The results of the field survey indicated that none of the four special-status plant species occurred on the project site and therefore development of the site would create a less-than-significant impact on special status plants.

Special Status Animals**

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

Giant garter snakes would not commonly occur on the project site, but they have been recorded in the Natomas East Main Drainage Canal and in its tributary canals (CNDDB, 1990). Giant garter snakes probably live in the canal and some of its tributaries; other tributaries may be used only as dispersal corridors. The canal adjacent to the project site is excellent giant garter snake habitat, and it is possible that snakes use the levees of the canal as basking habitat and use abandoned ground squirrel burrows as a place to hibernate during the winter months. Impacts to the Giant Garter Snake would be less-than-significant because the proposed project does not directly impact the canal or its western levee.

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

Several Swainson's hawk nests have been reported west of the project site on the Sacramento River (CNDDB, 1990). No Swainson's hawks were observed on or near the project site. Swainson's hawks usually leave their nesting territories and foraging grounds in the Central Valley and begin migrating toward South America in September (Estep, pers. comm.), so the survey dates were not ideal for detecting this species. However, the project site lacks suitable nesting and foraging habitat. The site does not contain good nesting trees for the hawks, nor does it support good foraging habitat, partially due to the fact that the site is surrounded by existing commercial development.

**Black-shouldered Kite** (Elanus cearuleus). The black-shouldered kite is listed as a Fully Protected Species

by the CDFG. This raptor usually nests in oaks and willows, and forages for small rodents on agricultural lands and grasslands. In the winter, black-shouldered kites often roost communally in stands of trees or orchards. The black-shouldered kite is a non-migratory resident of the North Natomas Community Plan area. Communal roosts are given special consideration by the California Department of Fish and Game when reviewing project impacts. The closest communal roosting site was observed in the willow-cottonwood woodland at the southern end of Fisherman's Lake. Groups of up to 34 individuals were observed roosting in large willows and cottonwoods along Fisherman's Lake on four dates during the 1984 survey for the NNCP EIR and by the Department of Fish and Game. This project does not impact that roosting site.

A black-shouldered kite was observed roosting in a walnut tree on the study site on September 28, 1990. It repeatedly left the tree to hunt by hovering and kiting over the canal levee, returning to the tree between forays. The kite retreated to the riparian woodland along the canal when disturbed by the observer. The loss of the foraging area provided by the project site is not considered significant given the availability of large stands of woodland foraging area elsewhere in the Natomas area. Furthermore, the landscape plan for the proposed project calls for a landscape buffer along the eastern boundary of the site adjacent to the canal. These trees, when grown, will provide additional roosting areas for the kite.

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

Several colonies of burrowing owls in the vicinity of the project site have been reported to CNDDB (1990), but no burrowing owls were observed on the property during the wildlife surveys. The site is suitable for burrowing occupancy because of the numerous ground squirrel burrows on the property and bordering levee, and because of the foraging opportunities provided by the vacant lot.

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

**Northwestern Pond Turtle** (Clemmys marmorata). The CDFG lists this species as a Species of Special Concern and the USFWS lists it as a Candidate Category 2 Species. Permanent, or nearly permanent bodies of water, including irrigation ditches, lakes, and streams are inhabited by the pond turtle. Mats of floating vegetation, rocks, open mud banks, or partially submerged logs are required as basking sites by this species. The pond turtle normally hibernates between November and February. Eggs are laid by females between March and August in a band near the water's edge or occasionally in fields up to 300 feet from the nearest water (Behler and King, 1979). No evidence of northwestern pond turtle nesting was evident on the project site during the 1990 or 1992 site visits (see Other Project Studies # 3, 4, and 5).

A less-than-significant impact on special status animals is anticipated given the large areas of habitat area located elsewhere in the Natomas area and the fact that no nesting or communal roosting sites will be removed by the proposed project.

Jurisdictional Wetlands

PAR Environmental Services, Inc. was hired to perform a wetlands delineation on the proposed project site. The investigation conducted by PAR Environmental Services indicated that there is a total of 0.10 acres of jurisdictional wetlands located on the project site, just north and adjacent to the Cargo Court turnoff from

Northgate Boulevard. Due to the jurisdictional wetlands on the project site totaling less than one acre in size, the applicant is not required to obtain a permit from the Army Corps of Engineers to fill this wetland. A letter from the Army Corps of Engineers explains that the work is authorized under the Nationwide Permit Number 26 which approves the placement of fill material in wetlands for an area under one acre. The letter goes on to state that an individual Department of the Army permit is not required (Please refer to Other Study # 14).

When an area has been identified as containing seasonal wetlands, there is typically a concern for special-status species that may reside in the seasonal wetlands. These species include Vernal Pool Fairy Shrimp, California Linderiella, Longhorn Fairy Shrimp, Vernal Pool Tadpole Shrimp, and California Tiger Salamander. Due to the high degree of habitat disturbance and poor quality of the seasonal wetlands, it is very unlikely that these species occur on the project site (PAR Environmental Services, Inc.). Therefore, a less-than-significant impact on wetlands is expected by the project.

The project will be subject to the following applicable mitigation measures from the 1994 NNCP SEIR related to biological resources: 1) Erosion Control (4.5-1), 2) Habitat Conservation Plan (4.5-11(1)), 3) Giant Garter Snake (4.5-7), 4) Burrowing Owl (4.5-10), 5) Other Special Status Species (4.5-11). Compliance with these mitigation measures is expected to result in a less-than-significant impact on plants and animals.

NORTH NATOMAS IMPACT:

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

SOUTH NATOMAS IMPACT:

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

## 6. NOISE

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

External Noise Impacts on Project

External noise sources that may impact the site include: 1) airport noise from Sacramento Metropolitan Airport; 2) noise from nearby Interstate 5 and other major streets; 3) noise from the proposed light rail line along Truxel Road; and 4) noise from adjacent land uses.

Noise generated by the airport does not affect the project site. The project site is not within the 65 CNEL noise contours of the Sacramento Metropolitan Airport Comprehensive Land Use Plan (CLUP). Noise generated by Interstate 5, Del Paso Road, and Truxel Road is identified in 1994 NNCP SEIR Exhibit 4.6-4. The exhibit indicates that Parcels #2 and 3 at the southwest corner of the site would be subjected to 60 dB CNEL or greater by I-5 noise. Buildings fronting along Del Paso Road and Truxel Road would be subjected to 60 or greater dB from noise generated by Del Paso Road and Truxel Road. A detailed acoustical study is required prior approval of any development to ensure that excessive noise can be attenuated. An

acoustical study is also required for any development that may be impacted by noise from the proposed light rail service along Truxel Road. Office uses that are proposed for development surrounding the Sports Complex may be impacted by noise from the existing arena and proposed stadium uses to the south. An acoustical study will be required prior to any development to evaluate potential noise impacts from the Sports Complex and reduce them to a less-than-significant level.

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

The Noise Element of the City of Sacramento General Plan Update provides land use compatibility guidelines for community noise levels. These guidelines indicate that a normally acceptable land use compatibility criterion of 65 dB Ldn for exterior noise levels at the building facades of office buildings, business commercial and professional land uses.

Typical facade design and construction in accordance with prevailing industry practices are expected to result in an exterior to interior noise attenuation of 28 to 38 dB with windows and doors in the closed position. Standard construction practices are therefore expected to result in interior noise levels below 40 dB during peak hour traffic conditions, provided that windows and doors are closed to achieve the desired acoustical isolation. This noise level is well within an acceptable level. Acceptable exterior and interior noise levels at the project site will not be exceeded, provided that mechanical ventilation is furnished to ensure adequate air exchange with windows and doors in the closed position. Mechanical ventilation is needed to ensure that windows and doors can be k\in 1975 to 334 dwelling units in 1989. At buildout, the North Natomas Community Plan area is projected to house 66,911 residents in 33,257 dwelling units. Also, the NNCP area is projected to employ 72,016 employees. The adopted 1994 North Natomas Community Plan states that a 70 percent jobs/housing ratio is projected in the City portion of the North Natomas Community Plan area which meets and exceeds the 66 percent minimum jobs/housing balance in the 1986 NNCP. The number of employees and dwelling units must be calculated and monitored over the build out of the Community Plan area, such that the built out plan area meets the goal of 66 percent.

Jobs/Housing Ratio: The 1994 NNCP designates the site as Low, Medium, and High Density Residential, Neighborhood Commercial, Employment Center-40 (40 employees per net acre), EC-65, and other open space and civic uses. If the Community Plan amendment is approved, the proposal results in about 220 fewer residential units project-wide, from 1,059 designated in the NNCP to 839 proposed in the project. If the Community Plan amendment is approved, the proposal results in 115 fewer employees project-wide, from 2,113 employees projected in the NNCP to 1,998 employees projected in the project.

Table 1 below indicates the beginning number of units and employees for the city portion of the adopted NNCP and the various changes to units and employees by proposed and adopted projects. Using 1.35 housed workers per employee, and the ending units of 29,995 and the ending employees of 58,669, the proposed plan amendment translates into a change in the jobs/housing ratio (housed workers to employees) from 70.0 to 69.0 percent for the city portion of the community. Therefore, the amended jobs/ housing ratio still complies with the 1986 NNCP goal of 66 percent community-wide.

**Table 1**

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

| Project | Units | Employees | J/H Ratio |
|---|---|---|---|
| **Beginning (Adopted 1994 NNCP - City portion only)** | **30,168** | **58,184** | **70.0%** |
| Del Paso Road PUD | -0- | +1,200 | |
| Arena Corporate Center PUD | -0- | +70 | |
| Natomas Marketplace PUD | -270 | -730 | |

| | | | |
|---|---|---|---|
| Northborough PUDs | +5 | -0- | |
| Northpointe Park PUD | +312 | +60 | |
| **Subtotal of Approved Projects** | **30,215** | **58,784** | **69.4%** |
| Proposed Alleghany #1 | -0- | -0- | |
| Proposed Alleghany #2 | -220 | -115 | |
| Proposed Alleghany #3 | -0- | -0- | |
| **Ending (after changes)** | **29,995** | **58,669** | **69.0%** |

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

On May 3, 1994, when the City Council adopted the NNCP, the Council modified the calculation of Housing Trust Fund fees for North Natomas non-residential projects. In the 1986 NNCP, non-residential developers were required to pay a specific Natomas Housing Trust Fund fee that would increase housing units in North Sacramento to decrease potential impacts of North Natomas development on North Sacramento housing stock. Because of the building restrictions on North Natomas residential buildings and the increase in North Sacramento housing over the last few years, the 1994 NNCP justified that non-residential developers should pay the Citywide Housing Trust Fund fee to assist in the provision of affordable housing throughout the City, but specifically within the area from which the fees were generated. The issue of paying Natomas or Citywide fees is still being revisited and will be determined at the time of building permit issuance. Either way, the developer will pay Housing Trust Fund fees which will reduce housing impacts to a less-than-significant level.

NORTH NATOMAS IMPACT:

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

SOUTH NATOMAS IMPACT:

See discussion under North Natomas Impact.

**13. TRANSPORTATION AND CIRCULATION**

A Traffic Impact Analysis was conducted by the City Public Works, Transportation and Engineering Planning Division, dated January 1997, for Alleghany Area #2, including Natomas Crossing, the first phase subdivision (see Attachment 15). The findings of this analysis are reported below.

Existing Setting

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

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

- Truxel Road/ Del Paso Road
- Truxel Road/ Arena Boulevard
- Truxel Road/ Road D

- Truxel Road/ Road F
- Road J/ Arena Boulevard
- Road J/ Road D
- Road J/ Road E
- Road J/ Road F

Impacts and Mitigation

Based on information provided by the Traffic Impact Analysis (January 1997) prepared by the City of Sacramento, Transportation and Engineering Planning Division, the following information is relevant to the project.

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

The Traffic Impact Analysis classifies impacts in the following manner:

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

Base conditions without project include existing traffic. Completion of the Truxel Interchange was assumed prior to development of the proposed project and traffic was distributed accordingly.

The conclusions of the Traffic Impact Analysis indicate that the proposed project will add a significant number of vehicles to the existing roadway. Three intersections will require signalization to obtain acceptable operating conditions and minimize vehicle delay. As a result, the project will be conditioned to construct these signals with the first phase of development. The three signalized intersections include: 1) Truxel Road/ Road D; 2) Truxel Road/ Road F; and 3) Road J/ Road F. The signals at Truxel Road/ Road D and Truxel Road/ Road F are required to gain access to Truxel Road, an eight lane expressway. The signal at Road J/ Road F is required to mitigate an impact created by the proposed project. It may be possible to defer the use of the signal(s) until actual traffic volumes increase to a point where each signal is needed. The City can monitor traffic levels at the intersections as development progresses and subsequent projects are analyzed.

Transportation Systems Management (TSM)

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

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

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

NORTH NATOMAS IMPACT:

The regional traffic impacts are significant unavoidable impacts overridden by the North Natomas Community Plan EIR and the local impacts of this project can be mitigated to a level that is less than significant. Therefore, the project creates a less-than-significant impact on traffic in the area with the mitigation measure described below. The applicant must comply with the City Zoning Ordinance related to transportation systems management.

MITIGATION:

Mitigation Measure #9: The intersection of Road J/ Road F shall be signalized to mitigate significant impacts identified at this location. In addition, the intersections of Truxel Road/ Road D and Truxel Road/ Road F should be signalized in order to provide access to and from Truxel Road.

Mitigation Measure 10: The applicant shall comply with the City's Transportation Systems Management Ordinance and prepare a Transportation Management Plan.

SOUTH NATOMAS IMPACT:

The regional traffic impacts are significant unavoidable impacts overridden by the North Natomas Community Plan EIR and the local impacts of this project can be mitigated to a level that is less than significant. Therefore, the proposal creates a less-than-significant traffic impact on South Natomas.

**14. PUBLIC SERVICES**

The proposed project is not expected to significantly impact fire services, police services, schools, parks or other recreational facilities, or other governmental services. The public services needed for the North Natomas Community Plan area have been planned for within the NNCP and the capital costs of these services will be funded through the North Natomas Financing Plan. Operation and maintenance costs will be paid for through City-wide and community-wide revenue programs. Changes proposed for the site are not expected to create additional public services impacts for this area. Participation in the North Natomas Financing Plan will be a condition of development approval.

The proposed project is located within the boundaries of the Natomas Unified School District. The applicant shall be subject to the School Facilities Fee, adopted by the City Council on October 31, 1995 (Ordinance No. 95-061 and Resolution No. 95-624). Therefore, a less-than-significant impact is anticipated on school facilities by this project.

NORTH NATOMAS IMPACT:

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

SOUTH NATOMAS IMPACT:

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

**15/16. ENERGY AND UTILITIES**

Drainage: The proposed project is within the Detention Basin #5 and #6 watershed areas of the North Natomas drainage system. The project proponent shall coordinate with other property owners in the detention basin areas to ensure that adequate drainage is provided and the area within the 100 year internal floodplain is removed from the floodplain prior to occupying any buildings on the site.

As stated in the Water section discussion (section 3), the proposed project would increase the runoff volumes generated by the property. The impervious surfaces of buildings, parking lots, and other surface improvements would require an on-site storm drain system which would deliver runoff from the site to the detention basins and canal. City Utilities staff has indicated that prior to approval of the final master parcel map, an assessment district, or other financing mechanism acceptable to the City, must be formed for the purpose of constructing all common drainage facilities within Detention Basin #5 and #6 and any additional drainage capacity or facilities required to accommodate development in the project area and all facilities shall be bonded for (or otherwise financed) or constructed. A Drainage Agreement between all property owners within the detention basin areas must be executed to coordinate design and construction of the basin and trunk lines. The project proponent shall provide adequate stormwater drainage to the satisfaction of the City Utilities Director.

NORTH NATOMAS IMPACT:

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

SOUTH NATOMAS IMPACT:

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

Sewer Service: Development in North Natomas is currently served by the County of Sacramento's Regional Sanitation District. The County of Sacramento has indicated that sanitary sewer service, after payment of applicable connection fees, is available to the subject property. The cost of sewer lateral extension and sewer service installation to the property line is the responsibility of the developer. Oversizing of the sewer system may be necessary to provide facilities that are adequate to serve the area at buildout. The developer will front these costs and enter into an agreement to be reimbursed by subsequent developers benefitting by the oversized facilities. Upon acceptance of such improvements by the City or County as appropriate, collection system service will be provided by CSD-1 and wastewater treatment and disposal by the Sacramento Regional County Sanitation District.

NORTH NATOMAS IMPACT:

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

SOUTH NATOMAS IMPACT:

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

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

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

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

NORTH NATOMAS IMPACT:

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

SOUTH NATOMAS IMPACT:

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

Energy: Electrical service is provided to the site by Sacramento Municipal Utilities District (SMUD) and gas service is provided by Pacific Gas and Electric (PG&E). The 230 kv electric system approved in the NNCP does not indicate a substation on the site; however, 230 kv transmission lines were proposed to be located along Arena Boulevard (North Market Boulevard). However, SMUD has indicated that the 230 kv system is not electrically reliable and is costly to build upfront. SMUD has proposed to amend the 230 kv system to a 69 kv system and will soon be seeking a Community Plan Amendment to make the change. If the plan amendment is approved by the City Council, no 69 kv transmission lines or substations would be located on the site. The two closest substations would be located northeast of the site, at the southeast corner of the East Drain and the C-1 Canal; and southwest of the site, at the County Sanitation site. 69 kv transmission lines would run along the east side of the East Drain. Twelve kv distribution lines would be located underground throughout the site to provide electrical service to all uses in the project area.

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

energy consumption is minimized.

Policies in the NNCP encourage the use of electric and other low-emission vehicles and promote energy efficient building design. Specifically, on page 49, an Implementing Policy related to Air Quality states: "Encourage the use of electric, other zero-emission, and low-emission vehicles by providing sufficient, convenient, electric vehicle charging and parking facilities in the planning of residential and employment developments." Also, on page 74, an Implementing Policy related to Utilities states: "Prior to any development occurring, the project proponent must consult with SMUD's New Construction Service staff to incorporate SMUD energy efficiency programs where feasible. The objective of the program is to maximize the energy efficiency potential of new construction projects consistent with SMUD's system design capacity and energy conservation goals through cost-effective investments and technical assistance for designers and builders." This requirement will be included as a planning condition of development approval. SMUD has begun to coordinate with developers to implement programs that encourage the use of electric vehicles and alternative energy sources, such as photovoltaic cells and fuel cells. Charging stations for electric vehicles could be incorporated in residential garages and parking lots within the project area. The applicant shall contact SMUD to review methods to incorporate these programs in the project. For a discussion of potential electrical health hazards, see Section 17.

NORTH NATOMAS IMPACT:

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

SOUTH NATOMAS IMPACT:

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

**17. HUMAN HEALTH**

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

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

Phase I Toxics Study: No construction is proposed with this application. A Special Permit must be approved prior to any future development. A Phase I Preliminary Site Assessment (PSA) must be conducted for the site prior to approval of any Special Permit, including any staff level Special Permit. Any recommendations from the PSA will likely be included as mitigation measures or conditions for future development.

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

The regulatory provisions identified above related to construction near electrical facilities, the possible formation of a mosquito control assessment district, as well as those regulatory provisions related to hazardous materials identified in the Risk-of-Upset section (Section 10) are expected to reduce the threat to human health below a level of significance.

NORTH NATOMAS IMPACT:

Existing regulatory provisions and the following mitigation measure related to mosquito abatement are expected to reduce the human health impact below a level-of-significance.

MITIGATION:

Mitigation Measure #11: The applicant shall participate in the Mosquito Abatement Control Program Assessment District to be established by the Sacramento Yolo Mosquito Abatement District in order to provide urban standards of mosquito control in the project area.

SOUTH NATOMAS IMPACT:

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

**18. AESTHETICS**

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

NORTH NATOMAS IMPACT:

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

SOUTH NATOMAS IMPACT:

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

**19. RECREATION**

The project is proposed for a site that has been identified for urbanized land uses. The adopted NNCP designates 6.5± acres of Park and 14.4± acres of Drainage Canal. The proposed project calls for 4.98± acres of Park and 15.6 acres of Drainage Canal. Also, the project locates seven "parklets", totaling 2.23 acres, within the low density residential area. These parklets do not count toward Quimby credit because: 1) they provide passive recreational uses not active uses, and 2) they do not meet the size criteria for a neighborhood park. A community park is shown on the adopted NNCP just to the south of the site. Also, south of the site, a detention basin is located. In order to provide adequate drainage for the project area and meet the park acreage for Neighborhood #4, a master drainage plan must be completed to the satisfaction of the Utilities and Neighborhood Services Departments.

Parks Master Plan Acreage Standard: The project includes 292 low density units, 239 medium density units, and 308 high density units. Using 1.54 residents per high density unit, 1.91 residents per medium density unit and 2.55 residents per low density unit, the number of anticipated residents in the proposed project is 1,691. Using the five acres per 1,000 residents standard in the Parks Master Plan, the number of acres of park needed to serve the projected residents is 8.5 acres. The park acres proposed by the applicant is 5.0 acres, not including any joint school/ park acreage, any community park acreage to the south, or the seven "parklets". Up to five acres of the 10 acre elementary school site can be counted as Quimby credited parkland as long as the City and Natomas School DIstrict execute a joint use agreement. With that agreement, the proposed project does not have a significant impact on recreation in that adequate park land is provided to the projected population on the site.

Parks/ Open Space Proximity Criteria: According to the 1994 North Natomas Community Plan, 80 percent of all residential units in the community plan area must be within 880 feet of some form of open space, including parks, schools, drainage canals, and landscaped buffers. The proposed project indicates that 83 percent of the homes within the Phase I area are within 880 feet of open space uses (see Attachment 7). Therefore, the Phase I portion of the project complies with the open space proximity standard.

Park Financing: Financing of park development is included in the North Natomas Financing Plan. Land acquisition of community/ neighborhood parks will be paid for through Quimby Act fees; development costs of the community/ neighborhood parks are included in the Public Facilities Fee portion of the North Natomas Development Impact Fees; and operation and maintenance of the parks will be paid for through a Lighting and Landscaping District. The applicant shall participate in the North Natomas Financing Plan, shall pay Quimby Act fees, and shall participate in the Landscaping and Lighting District, once adopted.

NORTH NATOMAS IMPACT:

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

SOUTH NATOMAS IMPACT:

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

**20. CULTURAL RESOURCES**

The project site is identified as a Primary Impact Area in the Sacramento General Plan Update Draft Environmental Impact Report (SGPU DEIR, page V-5). Also, the project site is indicated to be within a medium and high sensitivity area on the Archaeological Sensitivity Map prepared by David Chavez and Associates (1986 NNCP EIR Exhibit O-3). According to the Cultural Resources Inventory and Evaluation for the Proposed Alleghany Property conducted by PAR Environmental Services, Inc. dated February 1997, one prehistoric archaeological resource was identified within the overall Alleghany project area on Area #3. Also, one National Register of Historic Property site, the Witter Ranch, was identified adjacent to Area #4 on the west of I-5. No prehistoric archaeological sites or historic properties were found on the subject property (Area #2). The study notes that cultural resources could be located below the surface and would be encountered during construction on the site. The following mitigation measure will reduce the potential impact of the project on cultural resources if discovered during construction.

NORTH NATOMAS IMPACT:

The project is expected to have a less-than-significant impact on cultural resources. However, the following mitigation measure will help further reduce the potential impact.

MITIGATION:

Mitigation Measure #12: If subsurface archaeological or historical remains (including unusual amounts of bones, stones, or shells) are discovered during excavation or construction of the site, work shall stop immediately and a qualified archaeologist and a representative of the Native American Heritage Commission shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less-than-significant level before construction continues.

SOUTH NATOMAS IMPACT:

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

FINDINGS REGARDING FLOOD-RELATED IMPACTS

1. The project, Natomas Crossing- Alleghany Area #2 - P96-083 (the "Project"), is located in an area of the City determined to have less than 100-year flood protection. Implementation of the Project will therefore expose people and property to the risk of injury and damage in the event of a 100-year or lesser flood. These risks are considered significant adverse impacts under CEQA.

2. The City Council has evaluated these impacts in the Environmental Impact Report (EIR) prepared in connection with the Land Use Planning Policy Within the 100-Year Floodplain (M89-054) adopted by the Council on February 6, 1990. The EIR is available through the Department of Planning and Development, 1231 I Street, Room 300, Sacramento, California. This document serves as a program EIR addressing the flood-related risks to people and property created by new development in the 100-year floodplain in the City.

3. The flood-related risks created by the Project fall within the scope of the program EIR. Accordingly, the findings adopted by the Council in connection with its certification of the program EIR and its adoption of the Policy are applicable to and are hereby adopted in connection with the Project. These findings are set forth in the Findings of Fact/ Statement of Overriding Considerations for the Land Use Planning Policy Within the 100-Year Floodplain in the City of Sacramento ("Findings"). This document is appended to the program EIR available through the Department of Planning and Development.

4. Building permits may be issued in connection with the Project only if the applicant ensures that any permitted new construction complies with specific flood-related design restriction set forth in Article XXVII of Chapter 9 of the Sacramento City Code. As set forth in the Findings, no additional flood-related mitigation measures applicable to the Project have been required.

Vicinity Map

Attachment 2