

- ~~● The normalized and averaged sound spectrum in Figure 6.4-8 shall be used as the exterior sound source, corrected to represent the predicted exterior sound level.~~
- ~~● No field measurements shall be required to document existing conditions. Data in Table 6.4-6 shall be used.~~
- ~~● Encourage the construction of commercial spaces along West Stockton Boulevard to shield residential property to the west.~~
- ~~● Discourage the use of two-story homes next to any of the major roads. They are exposed to greater sound levels because of a more direct view of the roadway and less ground effects. Meeting interior  $L_{dn}$  sound level limits is much more expensive in these spaces. However, two-story homes do serve as good sound barriers for other homes farther from the road.~~
- ~~● A monitoring program shall be prepared to confirm exterior and interior  $L_{dn}$  sound levels.~~

#### **Entities Responsible for Ensuring Compliance:**

~~The City of Sacramento, Department of Neighborhoods, Planning, and Development Services~~

#### **Monitoring Program:-**

~~Prior to approval of a residential development project:~~

~~The developer shall submit a noise study that identifies existing and proposed noise levels and includes measures to reduce noise levels for proposed residential uses. The noise study shall be submitted to the Department of Neighborhoods, Planning, and Development Services.~~

#### **Mitigation 6.4-3 Construction Noise**

- a) Limit hours of construction activity in areas next to residences or if noise-sensitive areas will be impacted;
- b) Hours shall be limited to 7:00 a.m. to 6:00 p.m. on weekdays. No internal combustion engines or powered equipment should operate on the project area before or after these hours;
- c) Hours shall be limited on Saturdays to *from* 7:00 a.m. to 6:00 p.m. No internal combustion engines or powered equipment should operate on the project area before or after these hours;

- d) Hours shall be limited on Sundays to *from* 9:00 a.m. to 6:00 p.m. No internal combustion engines or powered equipment should operate on the project area before or after these hours;
- e) Truck haul routes shall be designated to minimize the sound impact on residential and other noise-sensitive areas;
- f) Stationary construction equipment shall be located as far as possible from noise-sensitive land uses; and
- g) All internal combustion powered equipment shall be fitted with an exhaust silencer rated for standard or critical applications.

**Entities Responsible for Ensuring Compliance:**

The City of Sacramento, Department of Neighborhoods, Planning, and Development Services  
The City of Sacramento, Department of Public Works

**Monitoring Program:**

Prior to and during construction of a development project:

The developer shall be made aware of and agree to comply with the City's requirements for construction projects as noted above.

**~~Mitigation 6.4.4 — Non-Transportation Noise Impact on Adjacent Land Uses~~**

~~Implementation of the following Mitigation Measures will reduce the impact of the proposed project.~~

- ~~a) Commercial developments shall include a minimum 6-foot sound and visual barrier around the perimeter of the property. The wall shall weigh a minimum of 3.5 lb. per square foot. No gaps shall be permitted in the wall vertically at seams or along the bottom.~~

**~~Entities Responsible for Ensuring Compliance:~~**

~~The City of Sacramento, Department of Neighborhoods, Planning, and Development Services~~

**~~Monitoring Program:~~**

~~Prior to approval of a development application:~~

~~City staff shall review the development application to determine the need for sound walls or other measures to reduce noise impacts to adjacent land uses. Additional mitigation measures may be identified at the time the development project is reviewed.~~

**Mitigation 6.4-5 Non-Transportation Noise Impact on JCPA Project Area**

Impacts resulting from sound levels exceeding Noise Ordinance limits have not been quantified. Avoiding these impacts is most easily accomplished by planning sound control into the design and by understanding the limits.

- a) ~~Commercial developments shall include a minimum 6-foot sound and visual barrier around the perimeter of the property. The wall shall weigh a minimum of 3.5 lb. per square foot. No gaps shall be permitted in the wall vertically at seams or along the bottom.~~
- b) Residential and commercial developers should be apprised of the requirements of the Noise Ordinance;
  - Sound level limits of mechanical equipment shall be clearly stated.
  - Developers shall provide a letter to the City acknowledging their understanding of the sound limits and giving information on how they plan to comply with the limits. Sample calculations or rough drawings of proposed solutions should be furnished.
- c) ~~Commercial developers shall submit information about the type of activities and time-of-day of the activities relating to deliveries to and pick-ups from the facilities;~~
- d) Other activities that could create sound that would adversely impact residential development shall be furnished as part of the request for permit;
- e) ~~Plans for location of equipment and loading docks, hours of operation, and procedures used for activities such as deliveries should be supplied with permit request.~~

**Entities Responsible for Ensuring Compliance:**

The City of Sacramento, Department of Neighborhoods, Planning, and Development Services

**Monitoring Program:**

Prior to approval of a development application:

The developer shall comply with the mitigation measure and provide the requested information to City Planning staff. Additional mitigation measures may be identified at the time the development project is reviewed.

**AIR QUALITY****Mitigation 6.5-1 Ozone (Project Specific)**

The City of Sacramento shall incorporate the following air quality mitigation measures into the JCPA guidelines developed for the Final JCPA Land Use Plan. These measures were identified by the SMAQMD.

- ~~If feasible, the project's buildings should be within 1,500 feet of a transit stop. The transit headways shall be equal to or greater than thirty minutes. There should be bench, route information, and bike locker(s) transit stops within 1,500 feet of these areas.~~
- ~~Preferential parking spaces for carpools/carpools should be located closer to employee entrances than single-occupant vehicle parking.~~
- All parking areas (residential and non-residential) should include electric vehicle charging facilities. Single-family homes should include an outlet for vehicle charging in the garage, multi-family units should include charging facilities in common areas, and non-residential developments should have one electric vehicle charging facility for every fifty regular parking spaces.
- ~~All non-residential developments should provide at least one preferential carpool/vanpool/electric vehicle parking space for every fifty regular parking spaces.~~
- ~~All non-residential developments of more than twenty-five employees should contain showers, bike lockers, and personal lockers.~~
- ~~Multiple and/or direct pedestrian access (i.e., defined paths, "crow flies" access, etc.) between adjacent, complementary land uses should be provided throughout the project.~~
- Multiple and/or direct automobile access (i.e., minimize use of cul-de-sacs, meandering streets, etc.) should be maintained throughout the project.
- ~~Commercial buildings should be located near adjacent streets with parking provided away from the street in smaller, rather than expansive, lots.~~
- The Plan area should operate or participate in a Transportation Management Association (TMA) to create, administer, and finance on-going programs to reduce vehicle trips. A financing plan for the area should include a means to fund the TMA.

#### **Entities Responsible for Ensuring Compliance:**

The City of Sacramento, Department of Neighborhoods, Planning, and Development Services  
The City of Sacramento, Department of Public Works

#### **Monitoring Program:**

Prior to approval of the development application:

City staff shall review the development project to determine which measures apply to the project. Additional mitigation may be identified at the time the development project is reviewed.

Prior to issuance of a Building Permit/Final Map:

The Development Services Division and Public Works Department shall verify that the developer has prepared and incorporated a Developer's Transportation Management Plan (TMP) into the project plans.

**Mitigation 6.5-2 Ozone (Cumulative)**

Mitigation Measure 6.5-1 would reduce the impact identified for the proposed project. However, no other mitigation is available.

**Entities Responsible for Ensuring Compliance:**

The City of Sacramento, Department of Neighborhoods, Planning, and Development Services  
The City of Sacramento, Department of Public Works

**Monitoring Program:**

Implement mitigation measure 6.5-1.

**Mitigation 6.5-5 Particulate Matter (Project Specific-Operational)**

No mitigation measures are available to eliminate the PM<sub>10</sub> emissions for the proposed project. Implementation of air quality Mitigation Measure 6.5-1 in conjunction with the traffic mitigation measures would reduce the magnitude of this impact.

**Entities Responsible for Ensuring Compliance:**

The City of Sacramento, Department of Neighborhoods, Planning, and Development Services  
The City of Sacramento, Department of Public Works

**Monitoring Program:**

Implement mitigation measure 6.5-1.

**Mitigation 6.5-6 Particulate Matter (Project Specific - Construction)**

The City of Sacramento shall apply the following dust reducing mitigation measures on a project-by-project basis for any development applications for the project site.

- a) The contractors shall continuously, on an as-needed basis, water all earth surfaces during clearing, grading, earthmoving and other site preparation activities.
- b) The contractors shall use tarpaulins or other effective covers for haul trucks that travel on public streets.
- c) The contractors shall sweep streets within and adjacent to the project at the end of the day as needed.
- d) The contractors shall schedule clearing, grading and earthmoving activities during periods of low wind speeds, and restrict those construction activities during high wind conditions as determined SMAQMD.
- e) The contractors shall control construction and site vehicle speed to 15 mph on unpaved roads.
- f) The contractors shall minimize open burning of wood and vegetative waste materials from both construction and operation of the project. No open burning shall occur unless it can be demonstrated to the SMAQMD that alternatives have been explored. These alternatives may include, but are not limited to chipping, mulching and conversion to biomass fuel. For any open burning, an AQMD permit must first be obtained in conformance with AQMD Rules and Regulations.

**Entities Responsible for Ensuring Compliance:**

The City of Sacramento, Department of Neighborhoods, Planning, and Development Services  
The City of Sacramento, Department of Public Works

**Monitoring Program:**

Prior to and during construction:

The developer shall comply with mitigation measure 6.5-6.

**Mitigation 6.5-7 Particulate Matter (Cumulative)**

No mitigation measures are available to eliminate the PM<sub>10</sub> emissions from the proposed project in conjunction with the build out. Implementation of air quality Mitigation Measure 6.5-1 would reduce the magnitude of this impact.

**Entities Responsible for Ensuring Compliance:**

The City of Sacramento, Department of Neighborhoods, Planning, and Development Services  
The City of Sacramento, Department of Public Works

**Monitoring Program:**

Implement mitigation measure 6.5-1.

**TRANSPORTATION/CIRCULATION**

**Mitigation 6.6-1 Roadways**

- (a) Widen Bruceville Road to at least 4 lanes from Sheldon Road to just north of Cosumnes River Boulevard.

This mitigation measure will be implemented by either the City or County. From Sheldon road to Jacinto Road, the required improvements (four lanes and the median) will be constructed with funds collected for the Laguna Area Roadway Development Fee (LARDF). North of Jacinto, the City will provide for the required widening, most likely by constructing the improvements and collecting fees through the JCPA Financing Plan. In all cases, developers adjacent to the roadway will be required to dedicate right-of-way and provide (either through payment or construction) a third travel lane, a bike lane and frontage improvements (curb, gutter, sidewalk, etc.).

- (b) Widen Sheldon Road to at least 4 lanes from Bruceville Road to SR 99 including the freeway interchange.

This mitigation measure will be implemented by the County of Sacramento. The County will construct the required improvements with funds collected for Laguna

Community Facilities District (CFD). Developers adjacent to the roadway will be required to dedicate right-of-way and provide (either through payment or construction) a third travel lane, a bike lane and frontage improvements (curb, gutter, sidewalk, etc.).

- ~~© ————— West Stockton Boulevard shall be designed as a two-lane arterial (turning pockets, shoulders, and limited access) between Sheldon Road and Shasta Road.~~
- (d) Left turns from Calvine Road and Shasta Avenue shall be prohibited (with stop-sign control for right turns) or Shasta Avenue shall be realigned to intersect Bruceville Road opposite Calvine Road, to allow signalization.
- ~~(e) ————— Front-on lots shall be precluded on West Stockton Boulevard (south of Shasta Avenue), and the treatment of front-facing lots along Shasta Avenue and Jacinto Road shall account for traffic levels that exceed levels considered tolerable by most residents.~~

#### **Entities Responsible for Ensuring Compliance:**

The City of Sacramento, Department of Neighborhoods, Planning, and Development Services  
The City of Sacramento, Department of Public Works

#### **Monitoring Program:**

- (a) Either the City or County of Sacramento will widen Bruceville Road with funds collected under the Laguna Area Roadway Development Fee and/or assessments, fees etc. described in the JCPA Financing Plan. Prior to issuance of any site, grading or other building permit, or recordation of any map for this site, the developer shall comply with, or agree to comply with, all provisions of the JCPA Financing Plan.

~~**For projects adjacent to Bruceville Road:** If the center lanes required for this mitigation have been previously constructed adjacent to this project, the project will be conditioned to dedicate right-of-way necessary for a six-lane roadway and construct a third northbound lane, a bike lane and frontage improvements. If the roadway has not been widened prior to development of this site, this project shall be conditioned as follows: prior to issuance of any site, grading or other building permit, or recordation of any map for this site, the developer shall dedicate right-of-way necessary for a six-lane roadway and pay estimated design and construction costs for a third, northbound travel lane, bike lane and frontage improvements. All dedications, construction, and cost estimates shall be to City standards and subject to approval by the Department of Public Works.~~

- (b) The County of Sacramento intends to widen Bruceville Road with funds collected under the Laguna Community Facilities District. Prior to issuance of any site, grading or other building permit, or recordation of any map for this site, the developer shall comply with, or agree to comply with, all provisions of the JCPA Financing Plan.

- ~~© ————— Prior to issuance of any site, grading or other building permit, or recordation of any map for this site, the developer shall: a) comply with, or agree to comply with, all provisions of~~

~~the JCPA Financing Plan, and b) dedicate required right-of-way and construct all improvements necessary to implement this mitigation, as required by the Department of Public Works:~~

### **Mitigation 6.6-2 Intersections**

The signals at the following locations will be constructed by the City or County as part of either the Laguna CFD or LARDF improvements:

- Sheldon Road at new project roadway (at Bruceville and Big Horn connector)(Road B)
- Sheldon Road at Bruceville Road (constructed by the County of Sacramento)
- Bruceville Road at Damascas Drive
- Bruceville Road at Jacinto Road
- Bruceville Road at Shasta/Calvine Road (only if realigned as a four-leg intersection)
- Bruceville Road at Cosumnes College East Entrance

The signals required at the Bruceville/Calvine Road and Sheldon Road, between Bruceville Road and Road B, will be constructed by either the City or developers that exceed the City's thresholds for signalization. All property owners within the JCPA will be required to participate in the funding of these signals, as specified in the Financing Plan.

### **Entities Responsible for Ensuring Compliance:**

The City of Sacramento, Department of Neighborhoods, Planning, and Development Services  
The City of Sacramento, Department of Public Works

### **Monitoring Program:**

Prior to issuance of any site, grading or other building permit, or recordation of any map for this site, the developer shall comply with, or agree to comply with, all provisions of the JCPA Financing Plan. Either the City or the County of Sacramento will construct traffic signals at the following locations with funds collected for the Laguna Area Roadway Development Fee and Laguna Community Facilities District:

Bruceville Road at Cosumnes River College entrance  
Bruceville Road at Damascus Drive  
Bruceville Road at Jacinto Road  
Sheldon Road at Future County Road B

Signals to be constructed at:

Bruceville Road at Calvine Road  
Sheldon Road at New JCPA street between Road B and Bruceville Road

shall be constructed when needed as development occurs. The intersections will be monitored by the City. The first project that will exceed the City's threshold for signalization will be required to construct the signal. Reimbursement may be possible if defined by the JCPA Financing Plan.

Projects adjacent to a signal location: All developers with projects adjacent to a signal location shall dedicate all right-of-way necessary for construction of the signal, appurtenances, necessary turn lanes, and related improvements, and easements for maintenance and detectors, as required by the Department of Public Works.

**Mitigation — ~~6.6-4 Access Control on Bruceville Road (Future Plus Project)~~**

~~This mitigation measure recommended prohibition of direct access to Bruceville Road. However, due to the number, size and shape of existing parcels, it is not possible to implement the measure without severely limiting the ability of certain parcels to be developed. The policies adopted for the community plan amendment limit access to 350-foot spacing and require accesses to be shared, to the extent possible.~~

~~Developer shall limit access to Bruceville Road to the extent possible and shall space driveways at a minimum of 350 feet in compliance with the amendment to the South Sacramento Community Plan approved for the JCPA. The applicant shall combine access to adjacent parcels to the extent possible and provide reciprocal/access easements as required by the Department of Public Works.~~

**~~Entities Responsible for Ensuring Compliance:~~**

~~The City of Sacramento, Department of Neighborhoods, Planning, and Development Services  
The City of Sacramento, Department of Public Works~~

**Monitoring Program:**

~~The City of Sacramento, as part of its review of planning entitlements, shall implement this mitigation by recommending denial of any application that does not comply with these requirements.~~

**Mitigation/Monitoring Program 6.6-5 Sheldon Road (Future Plus Project)**

Implementation of the following mitigation measure would reduce the magnitude of the impacts of the proposed project.

Implement Mitigation Measure 6.6-1

**Entities Responsible for Ensuring Compliance:**

The City of Sacramento, Department of Neighborhoods, Planning, and Development Services  
The City of Sacramento, Department of Public Works

**Mitigation/Monitoring Program 6.6-6 Cosumnes River Boulevard (Future Plus Project)**

Implementation of the following mitigation measure would reduce the magnitude of the impacts of the proposed project.

Implement Mitigation Measure 6.6-1

**Entities Responsible for Ensuring Compliance:**

The City of Sacramento, Department of Neighborhoods, Planning, and Development Services  
The City of Sacramento, Department of Public Works

**Mitigation 6.6-8 SR 99 Facilities (Future Plus Project)**

Implementation of the following mitigation measures would reduce the impacts of the proposed project.

The segment of SR 99 between Timberlake Way and Sheldon Road shall be expanded from six lanes to eight lanes.

However, implementation of this mitigation measure is under the jurisdiction of Caltrans. Caltrans will be responsible for this improvement, but properties in the JCPA will pay a fair-share cost to be defined in the Financing Plan.

**Entities Responsible for Ensuring Compliance:**

The City of Sacramento, Department of Neighborhoods, Planning, and Development Services  
The City of Sacramento, Department of Public Works

**Monitoring Program:**

Caltrans will be responsible for widening SR 99 from Timberlake Way to Sheldon Road, but properties in the JCPA will pay a fair-share cost to be defined in the Financing Plan.

**CULTURAL RESOURCES****Mitigation 6.7-1 Unknown Prehistoric and Historic Resources**

- a) The ~~developer~~ City of Sacramento shall ensure that any construction activities associated with the proposed project ~~and/or alternatives~~ will comply with the following:

- (i) In the event that any historic surface or subsurface archaeological features or deposits, including locally darkened soil ("midden"), that could conceal cultural deposits, animal bone, shell, obsidian, mortars, or human remains, are uncovered during construction, work within 100 feet of the find shall cease and a qualified archaeologist shall be contacted to determine if the resource is significant.

If the find is determined to be of significance, resources found on the site shall be donated to an appropriate museum or cultural center.

- (ii) When Native American archaeological, ethnographic, or spiritual resources are involved, all identification and treatment shall be conducted by qualified archaeologists who are either certified by the Society of Professional Archaeologists (SOPA) or who meet the federal standards as stated in the Code of Federal Regulations (36 C.F.R. 61), and Native American representatives who are approved by the local Native American community as scholars of their cultural traditions. In the event that no such Native American is available, persons who represent tribal governments and/or organizations in the locale in which resources could be affected shall be consulted. When historic archaeological sites or historic architectural features are involved, all identification and treatment is to be carried out by historical archaeologists or architectural historians. These individuals shall meet either SOPA or 36 C.F.R. 61 requirements.
- (iii) If human bone or bone of unknown origin is found during construction, all work shall stop in the vicinity of the find and the County Coroner shall be contacted immediately. If the remains are determined to be Native American, the Coroner shall notify the Native American Heritage Commission who shall notify the person it believes to be the most likely descendant. The most likely descendant shall work with the contractor to develop a program for reinternment of the human remains and any associated artifacts. No additional work is to take place within the immediate vicinity of the find until the identified appropriate actions have been carried out.

~~b) Prior to development of these sites, the City of Sacramento shall ensure that a thorough archival research be performed to determine the extent of historical events. Should this research reveal a potential for historical significance, additional data retrieval should be conducted by a professional archaeologist to determine the presence and extent of buried archaeological deposits, the uses of the sites, and their significance as defined by CEQA criteria.~~

~~This work should be preceded by development of a research design that will address questions relevant to the compilation of the history of this area. Questions can include early settlement pattern, economic activity including labor force needs and development, social development and relationships to surrounding areas (Elk Grove, Florin, Galt, as well as the metropolitan areas of Sacramento and~~

~~Lodi-Stockton). As physical data is revealed, attempts should also be made to implement the archival search for further information on activities.~~

### **Entities Responsible for Ensuring Compliance:**

The City of Sacramento, Department of Neighborhoods, Planning, and Development Services  
The City of Sacramento, Department of Public Works

### **Monitoring Program:**

Prior to issuance of any Grading or Building Permits, the developer shall submit the required archival research of historical events. This information shall be submitted to the Department of Neighborhoods, Planning, and Development Services for evaluation of historical significance. Should this research reveal a potential for historical significance, additional data retrieval should be conducted by a professional archaeologist to determine the presence and extent of buried archaeological deposits, the uses of the sites, and their significance as defined by CEQA criteria.

Both the subdivision improvement plans and the building permit plans shall include notes stating that 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 be stopped and an archaeologist shall be consulted.

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 within the affected area continues. The City department responsible for inspection and approval of the construction project shall verify the adequacy of the proposed mitigation measures by referring the mitigation plans to the ~~Environmental Services Division~~ *Office of Environmental Affairs, Department of NPDS*, for approval. A six foot high construction barrier shall be placed around the affected area until such mitigation measures have been implemented. ~~Prior to issuance of any Grading or Building Permits, the Developer shall submit the required archival research with determination of the extent of historical events.~~

In the case of additional review as required above, the developer shall deposit with the City adequate funds, as determined by the Department of Neighborhoods, Planning, and Development Services, to provide funding for the City review of revised mitigation measures and monitoring program provisions. These funds will be deposited prior to resumption of work within the affected area. The Building Division shall verify that the project plans incorporate the revised measures prior to resumption of work in the affected area.

Site inspections by the Building Division shall watch for any potential archaeological resources during site visits. A City contact person shall be notified (in Permit Services) in case of an archaeological discovery. The Building Division shall attach this requirement to the approved permit plans and include this measure as a random inspection item on the Special Conditions Attachment.

**Mitigation 6.7-2 Prehistoric and Historic Resources Impacts (Cumulative)**

Implementation of the following mitigation measures would reduce the magnitude of the cumulative impacts to the cultural resources of the proposed project, but not to a less-than-significant level and would therefore remain significant and unavoidable.

- a) Implement Mitigation Measure 6.7-1.
- b) However, if evidence of any structure having historical significance is discovered on the site, then the implementation of the following mitigation measure will be applicable.

The ~~developer City of Sacramento~~ shall ensure that any excavation and/or structural demolition activities associated with proposed project and/or alternatives will comply with the following:

- (i) Prior to grading and/or excavation, the ~~developer City~~ shall determine whether any existing structures in the right-of-way are over 45 years of age.
  - If any structure over 45 years old would be damaged or destroyed, the ~~developer City~~ shall, in consultation with a qualified architectural historian, determine whether the structure is historically significant.
  - If feasible, historically significant structures shall be preserved.
- (ii) Prior to moving or destroying an historically significant structure, an architectural historian shall produce a record of the structure. A copy of the record shall be deposited with the appropriate historical association or museum.

Adequate recordation would involve several techniques, including, at a minimum, the following:

- The development of site-specific history and appropriate contextual information regarding the particular resource; in addition to archival research and comparative studies, this task could involve limited oral history collection;
- Accurate mapping of the noted resources, scaled to indicate size and proportion of the structures;
- Architectural descriptions of affected structures;

- Photodocumentation of the designated resources, both in still and video formats; and
- Recordation by measured architectural drawings, in the case of specifically designated structures of higher architectural merit; "as-built" plans of existing structures/foundation ruins will involve field measurements, office scaled plan layout and plot out of final plan.

**Entities Responsible for Ensuring Compliance:**

The City of Sacramento, Department of Neighborhoods, Planning, and Development Services  
The City of Sacramento, Department of Public Works

**Monitoring Plan:**

During construction:

The Developer shall have a qualified archaeologist monitor the project site to comply with the mitigation measure. The name and phone number of the archaeologist shall be provided on the construction notes. In the event that artifacts are found, the qualified archaeologist shall provide written reports describing the research design and the finds to the Planning and Development Department and the Public Works Department.

## ATTACHMENT 1

**NOTICE OF DECISION AND FINDINGS OF FACT FOR  
Shasta Estates, LOCATED AT Shasta Ave. 700' east of Bruceville Road SACRAMENTO,  
CALIFORNIA IN THE PROPOSED SINGLE FAMILY ALTERNATIVE (R-1A) ZONE. (P93-145)**

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At the regular meeting of March 11, 1999, the City Planning Commission heard and considered evidence in the above entitled matter. Based on verbal and documentary evidence at said hearing, the Planning Commission took the following actions for the location listed above:

- A. Environmental Determination: EIR Addendum;**
- B. Approved the Mitigation Monitoring Plan;**
- C. Recommended that the City Council Approve the Rezone of 8.75± vacant acres from the Standard Single Family Residential (R-1) zone to the Single Family Alternative (R-1A) zone within the Jacinto Creek Planning Area;**
- D. Approved the Tentative Map to subdivide 8.75± vacant acres into 55 parcels in the proposed Single Family Alternative (R-1A) zone; and**
- E. Approved the Subdivision Modification to reduce the minimum required radius (45') for cul-de-sacs to 43'.**

These actions were made based upon the following findings of fact and subject to the following conditions:

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**FINDINGS OF FACT**

- A. **Prior Environmental Document Prepared:** The City Planning Commission finds that an Environmental Impact Report was previously prepared and certified by the Sacramento City Council on June 20, 1995 for the JCPA Land Use Plan (Addendum to EIR prepared 1996, JCPA Drainage and JCPA Infrastructure Plan) SCH #94103070, and that pursuant to the CEQA Guidelines (Section 15162 and 15164), for the reasons set forth below, no additional environmental review is required and an Addendum to this prior EIR has been prepared:
  - 1. No substantial changes are proposed to the project which will require major revisions of the previous EIR;
  - 2. No substantial changes have occurred with respect to the circumstances under which the project was undertaken which will require major revisions of the previous EIR; and
  - 3. No new information of substantial importance has been found that shows any of the

following:

- a. The project will have one or more significant effects not discussed in the previous EIR;
- b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
- c. Mitigation measures previously found to be infeasible would in fact be feasible and would substantially reduce one or more significant effects of the project; or
- d. Mitigation measures which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment.

B. Mitigation Monitoring Plan: The Mitigation Monitoring Plan is approved based upon the following findings:

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

D. Tentative Map: The Tentative Map to subdivide 8.75± vacant acres into 55 parcels in the proposed Single Family Alternative (R-1A) zone is hereby approved subject to the following findings of fact and conditions of approval:

1. None of the conditions described in Government Code Section 66474, subsection (a) through (g), inclusive, exist with respect to the proposed subdivision.
2. The proposed subdivision, together with the provisions for its design and improvement is consistent with the City General Plan, South Sacramento Community Plan, JCPA Land Use Plan, and Chapter 40 of the City Code. The City General Plan designates the site for Low Density Residential 4-15 du/na, and the South Sacramento Community Plan - JCPA Land Use Plan designates the site for Medium/Low Density Residential 6-12 du/na.
3. The discharge of waste from the proposed subdivision into the existing community sewer system will not result in violation of the applicable waste discharge requirements prescribed by the California Regional Quality Control Board, Central Valley Region, in that existing

treatment plants have a design capacity adequate to service the proposed subdivision.

4. The design of the proposed subdivision provides, to the extent feasible, for future passive or natural heating and cooling opportunities.

E. Subdivision Modification: The Subdivision Modification to reduce the minimum required radius (45') for cul-de-sacs to 43' is hereby approved subject to the following findings of fact and conditions:

1. The property to be divided is of such size or shape and that there are such special circumstances affecting the property that it is impracticable and undesirable in this particular case to conform to the strict application of the subdivision ordinance. Although the proposed Tentative Map requests a reduced cul-de-sac radius, the actual pavement area shall be constructed with the same radius as a standard cul-de-sac. The reduction in radius occurs within the landscape area along the sidewalk. The project has been conditioned accordingly;
2. The cost to the subdivider, of strict or literal compliance with the regulation, is not the sole reason for granting the modification;
3. The modification will not be detrimental to the public health, safety or welfare, or be injurious to other properties in the vicinity because cul-de-sac driving pavement area shall remain the same as a standard 45' radius cul-de-sac; and
4. Granting the modification is in accord with the intent and purposes of these regulations and is consistent with the General Plan and will all other applicable specific plans of the City.

#### CONDITIONS OF APPROVAL

D. The Tentative Map to subdivide 8.75± vacant acres into 55 parcels in the proposed Single Family Alternative (R-1A) zone is hereby approved subject to the following conditions of approval which shall be complied with prior to filing the Final Map, unless a different time of compliance is specifically stated in the condition. These conditions shall supersede any conflicting information shown on the tentative map:

##### Department of Public Works Conditions:

- D1. Provide standard subdivision improvements pursuant to Section 40.12.1211 of the City Code;
- D2. Submit a soils test prepared by a registered engineer to be used in street design;
- D3. Pay off existing assessments, or file the necessary segregation requests and fees to segregate existing assessments;

- D4. Pursuant to City Code Section 40.16.1601 (parkland dedication), submit to the City an appraisal of the property to be subdivided and pay the required parkland dedication in-lieu fees. The appraisal shall be dated not more than 90 days prior to the filing of the Final Map;
- D5. Improvement plans shall be consistent with the Infrastructure and Utilities Plan, and the Drainage Master Plan that will provide for ultimate development of the Jacinto Creek Planning Area (JCPA);
- D6. Applicant shall participate or agree to participate in the JCPA Financing Plan;
- D7. Place a 2 inch (minimum) sleeve(s) under the sidewalks for each single family lot along the 54 foot JCPA Enhanced Street Section, adjacent to single family residences in order to allow for landscaping and irrigation of the required 7 foot landscape planter. Sleeves shall be placed at the time sidewalks are constructed. Landscaping may be deferred until construction of the homes;
- D8. Comply with all requirements listed in the Cosumnes Annexation Agreement to the satisfaction of the Infrastructure Financing Section of the Sacramento County Public Works Department;
- D9. Comply with requirements included in the Mitigation Monitoring Plan developed by and kept on file in the Planning Division Office (P93-145);
- D10. If unusual amounts of bone, stone, or artifacts are uncovered, work within 50 meters of the area will cease immediately and a qualified archaeologist shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less than significant effect before construction resumes. A note shall be placed on the final improvement plans referencing this condition;
- D11. Dedicate a standard 12.5-foot public utility easement for underground public utility facilities and appurtenances adjacent to all public ways;
- D12. Dedicate a standard 12.5-foot public utility easement for overhead and underground facilities and appurtenances adjacent to Shasta Avenue;
- D13. Show all existing easements;
- D14. Pursuant to City Code Section 40.10.1019, indicate easements on the Final Map to allow for the placement of centralized mail delivery units. The specific locations for such easements shall be subject to review and approval of the Department of Public Works after consultation with the U.S. Postal Service;
- D15. Provide temporary traffic turnarounds as necessary to accommodate phased construction to the satisfaction of the Traffic Engineer and Fire Department;

- D16. Dedicate and construct Shasta Avenue, "D" Way, and "C" Way westerly of "D" Way to a 54 foot JCPA Enhanced Street as shown on the tentative map. Dedicate and construct the remaining subdivision streets to a City Standard 44 feet. This may be reduced to 40 feet by eliminating the 2 feet behind the sidewalks, and providing easements for street lighting and conduits, water meters and hydrants. Cul-de-sacs similarly may have the right of way radius reduced to 43 feet by eliminating the 2 feet behind the sidewalks.
- D17. Portions of the subdivision are over 500 feet from Shasta Avenue. This subdivision must be developed in phases such that no lot is over 500 feet from Shasta Avenue unless a secondary access is provided;

Department of Utilities Conditions

- D18. Prepare a subdivision specific sanitary sewer study and meet all County Sanitation District requirements. This study shall be reviewed and approved by the County of Sacramento, Sanitation District No. 1 and the Department of Utilities.
- D19. Prepare a drainage study for this subdivision consistent with the JCPA Drainage Master Plan for the review and approval of the Department of Utilities. The 10-year and 100-year HGL's shall be shown on the improvement plans. The 10-year HGL shall be no higher than 6 inches below the lowest DI. Finished lot pad elevations shall be a minimum of 1.00 feet above the 100-year HGL and approved by the Department of Utilities.
- D20. A water distribution system designed and constructed to City standards and installed in public streets is required by the Department of Utilities, Engineering Services Division for this proposed development. The study shall indicate how two points of service will be provided to the subdivision. Off-site water main extensions, to the satisfaction of the Department of Utilities, may be required.
- D21. Prior to or concurrent with the submittal of improvement plans, the applicant must provide the Department of Utilities with the average day water system demands, the fire flow demands, and the proposed points of connection to the water distribution system for the proposed development. The Department of Utilities can then provide the "boundary conditions" for the design of the water distribution system. The water distribution system shall be designed, per Section 13.4 of the Design and Procedures Manual, to satisfy the more critical of the two following conditions:
- a. At maximum day peak hour demand, the operating or "residual" pressure at all water service connections shall be at least 30 pounds per square inch.
  - b. At average maximum day demand plus fire flow, the operating or "residual" pressure in the area of the fire shall not be less than 20 pounds per square inch.

The method and calculations for the design of the water distribution system shall be reviewed and approved by the Department of Utilities prior to improvement plan approval.

- D22. A grading plan showing existing and proposed elevations is required. Adjacent off-site topography shall also be shown to the extent necessary to determine impacts to existing surface drainage paths. No grading shall occur until the grading plan has been reviewed and approved by the Department of Utilities.
- D23. This project is greater than 5 acres (8.75 Acres), therefore the project is required to comply with the State "NPDES General Permit for Stormwater Discharges Associated with Construction Activity" (State Permit). To comply with the State Permit, the applicant will need to file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) and prepare a Stormwater Pollution Prevention Plan (SWPPP) prior to construction. A copy of the State Permit and NOI may be obtained from the Department of Utilities by calling 264-1400.
- D24. The applicant must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. This ordinance requires the applicant to show erosion and sediment control methods on the subdivision improvement plans. These plans shall also show the methods to control urban runoff pollution from the project site during construction.
- D25. Post construction, stormwater quality control measures shall be incorporated into the development to minimize the increase of urban runoff pollution caused by development of the area. Only source control measures are required. This will not affect site design. Refer to the draft "Manual of Standards for Design of New Development On-Site Stormwater Quality Control Measures", dated January 23, 1995, for appropriate source control measures.
- D26. Properly abandon under permit, from the City and County Environmental Health Division, any well or septic system located on the property.
- D27. Construct channelization at the intersection of Bruceville Road and Shasta Avenue if needed. The JCPA Infrastructure and Utilities Plan anticipates a median island will be required on Bruceville Road at Shasta Avenue as the area builds out and traffic volumes increase. This median island will provide channelization that will physically restrict left turns from westbound Shasta Ave. onto southbound Bruceville Road while permitting vehicles southbound on Bruceville Road to turn easterly onto Shasta Avenue. The Department of Public Works will, at the developer's expense, determine the need for this channelization at the time of preparation of improvement plans based on factors including signal warrants and average daily traffic volumes.

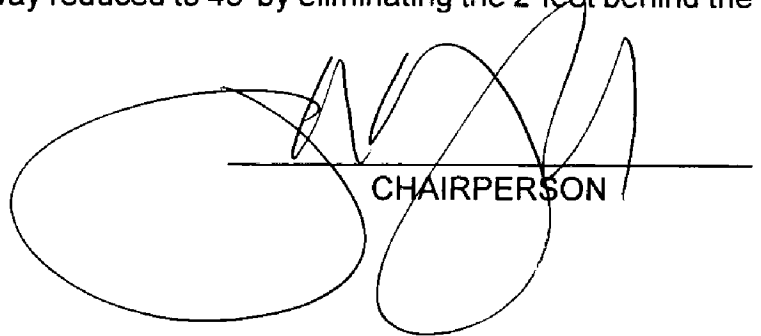
ADVISORY NOTES:

The following advisory notes are informational in nature and are not a requirement of this Tentative Map:

- D28. Negotiate with the Elk Grove Unified School District, a written agreement in satisfaction of the proposed subdivision's school facilities impacts on the District, as mutually agreed to by the applicant and the District, subject to ratification by the District's Board of Trustees.
- D29. Subdivider shall notify future property owners within this subdivision that they will be required to maintain the sidewalks and landscaping between the curbs and sidewalks;

MAP COMMENTS:

- D30. The typical cross section for the 54 foot JCPA Enhanced Street should be depicted on the tentative map.
- E. The Subdivision Modification to reduce the minimum required radius (45') for cul-de-sacs to 43' is hereby approved subject to the following condition of approval which shall be complied with prior to filing the Final Map, unless a different time of compliance is specifically stated in the condition. This condition shall supersede any conflicting information shown on the tentative map:
- E1. Cul-de-sacs may have the right-of-way reduced to 43' by eliminating the 2-feet behind the sidewalk.



CHAIRPERSON

ATTEST:

Gayle Strohhouse  
SECRETARY TO CITY PLANNING COMMISSION  
3-11-99  
DATE (P93-145)

Exhibit 1A Mitigation Monitoring Plan  
Exhibit 1B Tentative Map

**Exhibit 1-A**

Recording  
Not  
Required

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**MITIGATION MONITORING PLAN**

**FOR**

**SHASTA ESTATES**  
**(P93-145)**

***EIR***

Prepared By:

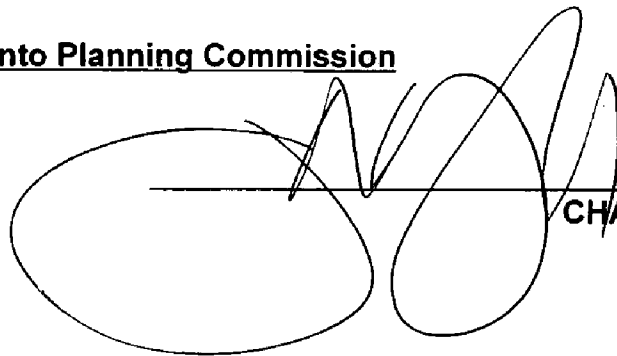
**City of Sacramento Department of Neighborhoods, Planning, and Development Services  
December, 1998**

Adopted By:

**City of Sacramento Planning Commission**

Date: 3-11-99

Guy Stuehse  
**Secretary to Planning Commission**

  
\_\_\_\_\_  
**CHAIRPERSON**

**Sacramento City Council**

Date: \_\_\_\_\_

\_\_\_\_\_  
**City Clerk**

\_\_\_\_\_  
**MAYOR**

*(see Council Res. 99-186)*

# CITY OF SACRAMENTO

## MITIGATION MONITORING PLAN

This Mitigation Monitoring Plan has been required and prepared by the Department of Neighborhoods, Planning, and Development Services, 1231 I Street, Suite 300 Sacramento, CA 95814, (916) 264-5691, pursuant to California Environmental Quality Act Guidelines Section 21081.

### SECTION 1: PROJECT IDENTIFICATION

Project Name / File Number: Shasta Estates/ P93-145  
Applicant/Owner/Developer: Brian Holloway, Holloway Land  
Address: 442 Pico Way  
Sacramento, CA 95819

Project Location / Legal Description of Property (if recorded):

Assessor's Parcel Number #117-0202-037

### SECTION 2: GENERAL INFORMATION

The Jacinto Creek Planning Area (JCPA) Program EIR was certified by the Sacramento City Council in June, 1995. The Shasta Estates (P93-145) project was included as one of the five specific projects evaluated in the JCPA Program EIR. Project specific mitigation measures applicable to the Shasta Estates project are included in this Mitigation Monitoring Plan. The project, as approved, includes 19 mitigation measures adopted as part of the Findings of Fact for the JCPA Land Use Plan project and as specifically developed for the proposed project (P93-145) based upon project specific evaluation. The intent of the Mitigation Monitoring Plan (MMP) is to prescribe and enforce a means for properly and successfully implementing the mitigation measures as identified within the JCPA Program EIR for this project. Unless otherwise noted, the cost of implementing the mitigation measures as prescribed by this Plan shall be funded by the applicant/owner/developer identified above.

### SECTION 3: MITIGATION MONITORING PLAN

This section describes all adopted mitigation measures, identifies the entity responsible for monitoring the implementation of the measures and the procedures for monitoring the mitigation measures. JCPA EIR mitigation measures that are not applicable to the Shasta Estates project are shown in ~~strikeout~~. The monitoring plan is project specific. The mitigation measures are required to be implemented prior to development of the project site. Technical changes to mitigation language or monitoring procedures are included in bold and are related to compliance with changes to the Sacramento City Code and adopted Ordinances.

#### HYDROLOGY-DRAINAGE

##### Mitigation 6.2-2 Hydrology-Drainage Facility Capacity Impacts (Project Specific)

- a) ~~Prior to the approval of The Shasta Estates subdivision, the City of Sacramento shall~~ **comply with the approve a** Drainage Master Plan to ensure adequate drainage facilities within the JCPA. The Drainage Master Plan will include both modifications to existing facilities as well as new facilities to regulate rate and volume runoff released to Jacinto Creek. Required drainage facilities could include, but would not be limited to:
- the expansion or modification of existing storm drainage facilities;
  - single-project detention basins;
  - the preservation of natural drainage areas;
  - underground piping.
- b) The City of Sacramento shall review each development application in the project area for effects on the Drainage Plan and drainage facility capacity. Each project reviewed shall identify the rate and amount of surface water run-off generated by proposed development and effects on drainage facility capacity.

##### Entities Responsible for Ensuring compliance:

The City of Sacramento, Department of Neighborhoods, Planning, and Development Services  
 The City of Sacramento, Department of Utilities  
 The City of Sacramento, Department of Public Works

##### Monitoring Program:

Prior to approval of development entitlements for the project site:

~~The Planning Division shall verify that~~ The JCPA Drainage Master Plan has been approved by City Council and ~~shall review each development application for the project area for effects on the Drainage Plan and drainage facility capacity.~~ Each project reviewed shall

prepare a site-specific drainage plan, consistent with the JCPA Drainage Master plan and approved by the Department of Utilities. Each project reviewed shall identify the rate and amount of surface run-off generated by proposed development and the effects on drainage facility capacity.

Prior to issuance of Building Permits/Final Maps:

The Building Division/Department of Public Works shall verify that the project developer has provided the information as required by the Department of Utilities and that the project plans contain the information necessary to document compliance with the mitigation measure. The Building Division/Department of Public Works shall verify that the Department of Utilities has approved the proposed plans.

### **Mitigation 6.2-3 Hydrology-Drainage Facility Capacity Impacts (Cumulative)**

- a) The City of Sacramento shall continue to coordinate with the United States Army Corps of Engineers and the County of Sacramento to assess the level of flood protection provided by the Morrison Creek Flood Control System.
- b) The City of Sacramento shall participate in the development of alternatives to increase the capacity of the Morrison Creek Flood control systems to accommodate existing flows, and flows which would result from future development. These alternatives may include, but are not limited to, the following:
  - raising levees;
  - channel widening;
  - floodwalls; and
  - detention basins.
- ~~c) Since it is highly unlikely that 100-year level of protection will be attained on Jacinto Creek prior to project development, mitigation for increased peak flow rate and volume is required. The detailed drainage study as required in project specific mitigation (6.2-2) shall identify the stormwater management facilities to regulate rate and volume of runoff released to Jacinto Creek.~~

### **Entities Responsible for Ensuring Compliance:**

The City of Sacramento, Department of Neighborhoods, Planning, and Development Services  
The City of Sacramento, Department of Utilities  
The City of Sacramento, Department of Public Works

### **Monitoring Program:**

Prior to issuance of Building Permits/Final Maps:

The Building Division/Department of Public Works shall verify that the project developer has provided the information as required by the Department of Utilities and that the project plans contain the information necessary to document compliance with the mitigation measure. The Building Division/Department of Public Works shall verify that the Department of Utilities has approved the proposed plans.

#### **Mitigation 6.2-4 Water Quality - Construction (Project Specific)**

Prior to **issuance of a grading permit** ~~the approval of any development projects~~ within the JCPA, the City of Sacramento will ensure that the project applicant has complied with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. ***This Ordinance will require the project applicant to prepare erosion, sediment, and pollution control plans for both during and after construction of the proposed project. In addition to compliance with the City's Ordinance,*** a Notice of Intent must be filed by the applicant with the State Water Resources Control Board prior to the commencement of any construction activities within the JCPA, and must cover and include project components and requirements, as contained in the State General Construction Activity Storm Water Permit. Compliance with ***the City's Ordinance and the State General Construction Activity Storm Water*** this Permit includes the implementation of Best Management Practices (BMP's). BMP's would include schedules of activities, prohibitions of practices, maintenance procedures and other maintenance practices to prevent or reduce water pollution.

#### **Entities Responsible for Ensuring Compliance:**

The City of Sacramento, Department of Neighborhoods, Planning, and Development Services  
The City of Sacramento, Department of Utilities  
The City of Sacramento, Department of Public Works

#### **Monitoring Program:**

Prior to issuance of a Grading Permit:

~~The Building Division/Department of Public Works~~ **Department of Utilities** shall verify that the applicant has complied with the City of Sacramento's Grading, Erosion, and Sediment Control Ordinance.

***The Department of Utilities shall verify that the project developer has filed a Notice of Intent (NOI) with the State Water Resources Control Board. The developer shall submit a copy of the NOI and the Stormwater Pollution Prevention Plan (SWPPP) to the Department of Utilities.***

Prior to issuance of a Building Permit:

~~The Building Division/Department of Public Works~~ **Building Division** shall verify that ***the applicant has complied with the City of Sacramento's Grading, Erosion, and***

***Sediment Control Ordinance.***

***The Building Division*** shall verify that the project developer has filed a Notice of Intent (***NOI***) with the State Water Resources Control Board. The developer shall submit a copy of the permit (***NOI***) and the ***Stormwater Pollution Prevention Plan (SWPPP)*** to the Building Division ***Department of Utilities***.

**Mitigation 6.2-5 Water Quality - Construction (Cumulative)**

- a) Prior to ***issuance of a grading permit*** ~~the approval of any development projects~~ within the JCPA, the City of Sacramento will ensure that the project applicant has complied with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. ***This Ordinance will require the project applicant to prepare erosion, sediment, and pollution control plans for both during and after construction of the proposed project. In addition to compliance with the City's Ordinance,*** a Notice of Intent must be filed by the applicant with the State Water Resources Control Board prior to the commencement of any construction activities within the JCPA, and must cover and include project components and requirements, as contained in the State General Construction Activity Storm Water Permit. Compliance with ***the City's Ordinance and the State General Construction Activity Storm Water*** this Permit includes the implementation of BMP's. BMP's would include schedules of activities, prohibitions of practices, maintenance procedures and other maintenance practices to prevent or reduce water pollution.
- ~~b) Staging of heavy equipment shall be established so that spills of oil, grease, or other petroleum by products shall not be discharged into the stream course. All machinery shall be properly maintained and cleaned to prevent spills.\*~~

**Entities Responsible For Ensuring Compliance:**

The City of Sacramento, Department of Neighborhoods, Planning, and Development Services  
The City of Sacramento, Department of Utilities

**Monitoring Program:**

Prior to issuance of a Grading Permit:

~~The Building Division/Department of Public Works~~ ***Department of Utilities*** shall verify that the applicant has complied with the City of Sacramento's Grading, Erosion, and Sediment Control Ordinance.

***The Department of Utilities shall verify that the project developer has filed a Notice of Intent (NOI) with the State Water Resources Control Board. The developer shall submit a copy of the NOI and the Stormwater Pollution Prevention Plan (SWPPP) to the Department of Utilities.***

Prior to issuance of a Building Permit:

~~The Building Division/Department of Public Works~~ **Building Division shall verify that the applicant has complied with the City of Sacramento's Grading, Erosion, and Sediment Control Ordinance.**

**The Building Division** shall verify that the project developer has filed a Notice of Intent (NOI) with the State Water Resources Control Board. The developer shall submit a copy of the permit (NOI) and the Stormwater Pollution Prevention Plan (SWPPP) to the ~~Building Division~~ **Department of Utilities.**

#### **Mitigation 6.2-7 Water Quality - Surface Runoff (Cumulative)**

Prior to issuance of any building permits for new construction within the Morrison ~~Jacinto~~ Creek watershed, the City of Sacramento shall ensure that each project proponent include ~~as part of the project design Best Management Practices (BMP's) approved by the City's Utilities Department and in compliance with the City's NPDES permit, which mitigate for urban contaminants in storm water runoff~~ **shall financially participate in the JCPA Financing Plan which includes funding for construction of several regional water quality facilities.**

~~As an economical alternative to parcel-by-parcel mitigation, it is suggested that the detailed drainage study required in Mitigation Measure 6.2-2, identify storm water management facilities to improve quality of runoff received from the entire area prior to discharging to Morrison Creek or its tributaries.~~

#### **Entities Responsible for Ensuring Compliance:**

The City of Sacramento, Department of Neighborhoods, Planning, and Development Services  
The City of Sacramento, Department of Utilities  
The City of Sacramento, Department of Public Works

#### **Monitoring Program:**

Prior to issuance of Building Permits/Final Maps:

The Building Division/Department of Public Works shall verify that the project developer has provided the information as required by the Utilities Department and that the project plans contain the information necessary to document compliance with the mitigation measure. The Building Division/Department of Public Works shall verify that the Department of Utilities has approved the proposed plans.

**BIOLOGICAL RESOURCES****Mitigation 6.3-1 Biological Effects from Degraded Water Quality and Soil Erosion**

Project applicants within the JCPA will be required, as applicable, to obtain individual Certificates of Water Quality from the Regional Water Quality Control Board (acting in behalf of the California Department of Water Resources) for construction-related activities that they may wish to undertake.

Individual project applicants within the JCPA will be required to comply with conditions of any National Pollutant Discharge Elimination System (NPDES) Permit that may be required as issued by the Central Valley Regional Water Quality Control Board. In addition, project applicants will comply, as appropriate, with the standard BMP's as defined in the Stormwater Quality Management Interim New Development Management Program, Draft Manual of Best Management Practices.

**Entities Responsible for Ensuring Compliance:**

The City of Sacramento, Department of Neighborhoods, Planning, and Development Services  
The City of Sacramento, Department of Utilities

**Monitoring Program:**

Prior to issuance of a Grading Permit:

The Building Division shall verify that the project developer has complied with all permitting requirements as per the mitigation measure. The developer shall submit copies of all required permits to the Building Division.

**Mitigation 6.3-2 ~~Loss of Wetland Habitat~~**

~~(a) Prior to the approval of any development on the JCPA site, the City of Sacramento shall review the project for the occurrence of any wetland areas that may be disturbed or lost due to construction activities. If the City of Sacramento determines that wetlands would not be affected by the construction of the proposed project, then no further mitigation would be required for the loss of wetland habitat.~~

~~(b) If the City of Sacramento determines that a development application for the JCPA could affect known or existing wetlands, the applicant for the project shall consult with the Army Corps of Engineers and the Department of Fish and Game to obtain the appropriate permits. The process to obtain these permits is described below:~~

~~■ Both the U.S Army Corps of Engineers and the Department of Fish and Game may require conditions on their respective permits to reduce the impacts to the wetland areas. These agencies have acknowledged a hierarchy to these conditions that they~~

may require. The first condition is the consideration of complete avoidance of the impact. If complete avoidance is not feasible, the next condition is to minimize the impacts. Measures which minimize impacts to wetlands will be reviewed during the preparation of the final design plans.

■ If impacts to wetlands are unavoidable either through complete avoidance or minimization, the next mitigation condition involves the replacement of the impacted wetlands on-site and in-kind. If on-site and in-kind replacement is not feasible, the hierarchy for replacement is as follows: On-site/out-of-kind replacement of wetlands, off-site/in-kind replacement of wetlands, and lastly, off-site/out-of-kind replacement of wetlands (e.g., wetland mitigation banking).

■ The California Department of Fish and Game (CDFG) typically requires on-site compensation for the loss of wetlands at a 1:1 replacement ratio. Compensatory wetlands should have the same beneficial functions, at equal or superior values, as the wetlands being impacted by the project. The soil types on the project area have been determined to be suitable for the on-site recreation of impacted wetlands, including vernal pools. However, the determination of the quantity of wetlands impacted by the proposed project, the type of mitigation conditions required, and the required replacement ratio (if needed) will be determined during the permitting process.

■ The following procedures and mitigation measures may be required as part of the California Department of Fish and Game (CDFG) 1601/1603 Streambed Alteration Agreement and/or a United States Army Corps of Engineers Section 404 permit:

1. Compensation for unavoidable wetland impacts (fill or modification) should occur by the creation of an equal or greater acreage of wetlands or equal or greater habitat value than those that are to be impacted. Re-creation should occur on the site, or in an equally suited area off-site. Where feasible, re-creation should occur prior to the beginning of construction activities.

a. Loss of vernal pools on-site should be mitigated by the construction of new vernal pools within the project area. The characteristic flora of the vernal pools present on-site or in adjacent areas should be utilized as a source of seeds in the construction of new vernal pools. If the construction of vernal pools on-site is not feasible, then an off-site location for the construction of vernal pools should be used (including wetland mitigation banks).

b. The acreage of wetlands other than vernal pools which will be lost due to construction of the proposed project may be compensated by creating wetlands. If on-site mitigation is not suitable, off-site areas may be utilized (including wetland mitigation banks).

- ~~2. Buffer zones may be established to protect and enhance the existing resources along wetland areas to be preserved. The Department of Fish and Game typically requires the provision of fifty-foot buffers.~~

**~~Entities Responsible for Ensuring Compliance:~~**

~~The City of Sacramento, Department of Neighborhoods, Planning, and Development Services~~

**~~Monitoring Program:~~**

~~Prior to issuance of a Grading Permit/Final Maps:~~

~~The Department of Planning and Development, Development Services Division shall receive a written letter from the Department of Fish and Game that either 1) specifies conditions per the Streambed Alteration Agreement, or 2) states that no Streambed Alteration Agreement is required.~~

~~The Development Services Division shall require that approved construction plans incorporate all of the applicable measures specified in 2) above.~~

~~The Development Services Division shall require that site inspections are included to assure compliance with the agreed upon conditions.~~

~~Prior to issuance of final Building Permits, Certificate of Occupancy or Certificate of Compliance:~~

~~The Development Services Division shall require full compliance and completion of the specified measures.~~

**~~Mitigation 6.3-3 Tree Resources~~**

~~Prior to approval of any project within the Jacinto Creek Planning Area, the project applicant shall fund the City Arborist to survey for heritage trees. If heritage trees are not found on the property, no mitigation measures would be required.~~

~~If heritage trees are found on the site by the City Arborist, the City Arborist shall indicate appropriate measures for protection of trees or shall identify an appropriate value.~~

**~~Entities Responsible for Ensuring Compliance:~~**

~~The City of Sacramento, Department of Neighborhoods, Planning, and Development Services  
The City of Sacramento, Tree Services Division  
The City of Sacramento, Department of Public Works~~

**Monitoring Program:**

Prior to approval of a building permit/development application:

~~\_\_\_\_\_ The developer shall comply with the mitigation measure. The City Arborist shall submit written documentation of required measures to be completed by the developer to the Planning and Development Department staff including a plan for any future monitoring of the site, if necessary.~~

**Mitigation ~~6.3-6~~ Swainson's Hawk Habitat**

~~Prior to the approval of any development applications in the Jacinto Creek Planning Area that could result in the loss of Swainson's Hawk foraging habitat, the project applicant will agree to pay such lawful fees, taxes or assessments imposed through the use of development fees, impact fees, fee districts, community facilities districts, assessment districts, or other similar fair, equitable and appropriate mechanisms designed to address Swainson's Hawk foraging habitat mitigation, and shall execute an agreement satisfactory to the City Attorney and suitable for recordation which obligates the applicant to pay development fees or assessments or taxes.~~

**Entities Responsible for Ensuring Compliance:**

~~The City of Sacramento, Department of Neighborhoods, Planning, and Development Services  
The City of Sacramento, Public Works Department  
The City of Sacramento, City Attorney's Office~~

**Monitoring Program:**

Prior to approval of building permits/development applications:

~~\_\_\_\_\_ The project developer/applicant will agree to pay such lawful fees, taxes or assessments imposed through the use of development fees, impact fees, fee districts, community facilities districts, assessment districts, or other similar fair, equitable and appropriate mechanisms designed to address Swainson's Hawk foraging habitat mitigation, and shall execute an agreement satisfactory to the City Attorney and suitable for recordation which obligates the applicant to pay development fees or assessments or taxes.~~

~~\_\_\_\_\_ A copy of the agreement shall be submitted to the Department of Planning and Development and the Public Works Department.~~

**Mitigation ~~6.3-7~~ Special Status Fauna (Fairy Shrimp)**

~~(a) \_\_\_\_\_ Prior to the approval of any development projects on the JCPA, the City of Sacramento shall review the project for the occurrence of any wetland areas that may be disturbed or lost due to construction activities. If the City of Sacramento determines that wetlands~~

would not be affected by the construction of the proposed project, then no further mitigation would be required for the loss of special status invertebrate and vertebrate species:

- (b) ~~If the City of Sacramento determines that the construction of the project could affect known or existing wetlands, the project applicant shall consult with all agencies with jurisdiction over existing wetlands, including the COE, CDFG, and USFWS. As a result of consultation, the applicant may be required to conduct species specific surveys for special status shrimp species. Surveys shall be conducted on the project area by a qualified biologist in accordance with the most current CDFG/USFWS guidelines or protocols and shall be completed during the appropriate survey period. If the species specific surveys do not identify any special status shrimp species on the project site, then no further mitigation would be required for the loss of these species:~~

~~The survey(s) and subsequent report(s) identified above may include the following:~~

- ~~■ A complete list of species observed on the project area for inclusion in the report.~~
  - ~~■ A detailed description of methodology including dates of field visits, the names of survey personnel with resumes, and a list of references cited and persons contacted.~~
  - ~~■ A map showing the location(s) of any special status species identified on the project site.~~
  - ~~■ A detailed description of any identified special status species population including information on the density, distribution, and habitat quality relative to typical occurrences of the species in question.~~
  - ~~■ A discussion of the importance of the population(s) with consideration of both nearby populations and total species distribution.~~
  - ~~■ An assessment of significance of project impacts to any special status species populations identified on the project site.~~
- © ~~If a special status shrimp species is identified within the area to be disturbed by the construction of any individual project, then the project applicant, in consultation with the City of Sacramento, CDFG, and USFWS, shall prepare and implement a mitigation plan in accordance with any applicable State and/or Federal statutes or laws that reduces the impact to a level of insignificance. This mitigation plan may include the following measures:~~
- ~~■ The project proponent shall demonstrate and ensure that the special status species populations in question shall be protected on site. This shall include adequate buffer zones and financial means that will ensure the protection and management of the preserve lands in perpetuity.~~

~~Should on-site preservation be infeasible, the City of Sacramento in consultation with GDFG and/or USFWS shall require that a mitigation plan be developed and implemented by the project proponent that will preserve the species at an off-site location. This could be accomplished on suitable public lands or through the purchase of fee title or conservation easement on suitable private lands to ensure protection of the preserve lands in perpetuity. The funds for the purchase of private lands or easements shall also include the amount necessary to maintain, monitor, and provide for remedial actions to ensure the establishment of the species at the new location.~~

**~~Entities Responsible for Ensuring Compliance:~~**

~~The City of Sacramento, Department of Neighborhoods, Planning, and Development Services  
The City of Sacramento, Public Works Department~~

**~~Monitoring Program:~~**

~~Prior to issuance of a grading permit:~~

~~The project applicant shall complete the process and measures listed in the mitigation measure and submit written documentation of compliance with the mitigation to the Department of Planning and Development and the Public Works Department.~~

**~~Mitigation 6.3-8 Special Status Fauna (Amphibians)~~**

~~While no direct impacts to special status amphibians were identified within the JCPA, not all parcels have been surveyed. Therefore, the following mitigation measure is proposed for unsurveyed properties proposed for development that appear to support suitable habitat for these species:~~

~~Surveys for special status amphibians acceptable to the California Department of Fish and Game will be completed for all properties proposed for development within the JCPA that appear to support suitable habitat for the California tiger salamander or the western spadefoot. If these species are determined to be present on a specific parcel, then the project applicant will develop a mitigation plan in consultation with the Department of Fish and Game that will ensure the continued viability of the local population of these amphibians:~~

**~~Entities Responsible for Ensuring Compliance:~~**

~~The City of Sacramento, Department of Neighborhoods, Planning, and Development Services  
The City of Sacramento, Public Works Department~~

**~~Monitoring Program:~~**

~~Prior to issuance of a grading permit:~~

~~The developer shall provide written documentation of compliance and completion of the mitigation measure to the Department of Planning and Development and the Public Works Department.~~

~~**Mitigation 6.3-9 Cumulative Loss of Native Plant Communities, Wildlife Habitat Values, Special Status Species and Their Potential Habitat, and Wetland Resources in the Region**~~

~~Implementation of the following mitigation measures would reduce the magnitude of the cumulative impacts to biological resources, but not to a less than significant level.~~

~~Implement Mitigation Measures 6.3-1 through 6.3-8.~~

~~As future projects are developed in the Sacramento area, including projects in the JCPA, additional environmental reviews will be required on a project-by-project basis. These additional environmental reviews will include mitigation measures, where feasible and available, to reduce the magnitude of the biological impacts. However, cumulative impacts to biological resources may remain significant.~~

~~**Entities Responsible for Ensuring Compliance:**~~

~~The City of Sacramento, Department of Planning and Development~~

~~**Monitoring Program:**~~

~~As future projects are developed in the Sacramento area, including projects in the JCPA, additional environmental reviews will be required on a project-by-project basis. These additional environmental reviews will include mitigation measures, where feasible and available, to reduce the magnitude of the biological impacts. An appropriate monitoring program will be identified on a project-by-project basis.~~

## NOISE

~~**Mitigation 6.4-1 Traffic Noise Impact on Adjacent Land Uses**~~

~~General growth in the region will increase traffic on the main roads in and around the study area. the result will be greater exterior Ldn sound level impacts. Relative to the compatible land use chart, greater road traffic will raise existing low to moderate impacts along Bruceville Road to moderate to high impacts. Near Sheldon Road, exterior Ldn sound level impacts will increase from low to high. Next to SR 99, the impact will increase from very high to severe at the closest locations. Ldn sound level changes will be less than 3 dB for all roads except Bruceville Road and Jacinto Road. There are existing homes along Jacinto Road but they lie within the study area. Day-night Average sound levels will increase by 4 dB along Bruceville Roads. This is considered to be a significant impact.~~

~~For the proposed JCPA Land Use Plan, the mitigation measures described below would reduce the magnitude of the impact.~~

~~Mitigation must focus on sound reduction in exterior activity areas for lack of information about existing housing construction. Sound reduction is limited to decreasing traffic volumes, slowing traffic, providing shielding or relocating activity areas. A combination of these options could be used also. Building a sound barrier along Bruceville Road and Sheldon Roads could reduce sound levels back to or below what they would be under the cumulative scenario. The sound wall could increase sound levels on the opposite side of the wall. Building two sound barriers, one on each side of the road, would decrease the value of both walls. A question remains whether the wall adversely effects areas more distant from the wall because of tonal changes and because it alters the acoustical characteristics of the ground. If a decision is made to construct a wall, barrier height and design shall be determined by an acoustical engineer based on traffic volumes and mixes given in Table 6.4-14. Final wall height will be based on elevation and location of activity area, placement of the wall and the sound reduction goal.~~

**Entities Responsible for Ensuring Compliance:**

~~The City of Sacramento, Department of Neighborhoods, Planning, and Development Services~~

**Monitoring Program:**

~~Prior to approval of a development project:~~

~~\_\_\_\_\_The developer shall submit a noise study that identifies existing and proposed noise levels and includes measures to reduce noise levels for adjacent uses. The noise study shall be submitted to the Department of Neighborhoods, Planning, and Development Services.~~

**Mitigation 6.4-2 ~~Traffic Noise Impact on Project Area (This measure will apply only to residential development)~~**

~~A goal for the exterior  $L_{dn}$  sound level of 60 dB is set by the City for activity areas. When not feasible to mitigate to this level, it is desirable to maintain activity area  $L_{dn}$  sound levels to 65 dB or less. In developing optional mitigation measures, these two goals were the basis of the evaluation. Unless traffic volumes are reduced, reducing exterior sound level impacts can be accomplished only by providing shielding for activity areas or increasing the distance from the source. Proposed land uses limit the possibility of increasing the distances or reducing road traffic volumes. Shielding offers the best chance of reducing the impacts to less than significant. A simple method is to locate activity areas in impacted areas behind a structure. Normally the house or multi-family dwelling serves as very good sound shield. It is also possible to use commercial areas to separate and shield residential activity areas. This could be most effectively employed along SR 99 where impacts are much greater and much larger sound reductions are needed to achieve less than significant impacts. Another alternative is building sound barriers next to the sound source, i.e., the roadways, or close to the noise sensitive receptors. This becomes the only option when the activity area abuts the roadway. Height of the sound wall will vary depending on road and receiver elevations, distance from source or receiver to the barrier, traffic volume and traffic mix. Mitigation measures should include:~~

- ~~Require a final acoustical study for individual projects to define sound levels in the activity area of residential development and for other noise-sensitive land uses where exterior  $L_{dn}$  sound levels of 60 dB or more are predicted. The report shall include detailed measures to reduce sound levels to meet City goals. Activity areas shall be as defined by the City.~~
- ~~Data in Table 6.4-14 shall be used to compute exterior  $L_{dn}$  sound levels.~~
- ~~The ground shall be considered acoustically hard for all sources for receiver locations up to 75 feet from the centerline of the road or for receivers beyond the first row of structures that cover 60 to 90 percent of the land in the row. Between these two locations, the ground shall be considered acoustically soft for automobiles and medium trucks.~~
- ~~No field measurements shall be required to document existing conditions. Data in Table 6.4-6 shall be used.~~
- ~~Encourage CalTrans to erect a sound barrier along SR 99. Projected first floor and second floor  $L_{dn}$  sound contours should be supplied.~~
- ~~Interior sound level impacts could be significant. Impact reduction is achieved by upgrading acoustical quality of the construction, increasing the distance between the structure and the road, providing shielding for the building or some combination of these. The following mitigation measures are required to achieve a reduction in interior sound level impacts:~~
  - ~~Require a final acoustical study for individual projects to define sound levels in all residential rooms or spaces where people sleep. A complete description shall be given of the mitigation measures needed to meet an interior  $L_{dn}$  sound level of 43 dB.~~
  - ~~Data in Table 6.4-14 shall be used to compute exterior  $L_{dn}$  sound levels.~~
  - ~~The ground shall be considered acoustically hard for all sources for receiver locations up to 75 feet from the centerline of the road or for receivers beyond the first row of structures that cover 60 to 90 percent of the land in the row. Between these two locations, the ground shall be considered acoustically soft for automobiles and medium trucks.~~
  - ~~Where construction changes are used to meet the 43 dB limit, a full explanation of the assumptions and the computation model shall be provided, using examples if necessary. References for the calculation procedures shall be given.~~
  - ~~Interior calculations shall use either octave or 1/3-octave band data between 63 Hz and 8,000 Hz.~~