



DEVELOPMENT SERVICES
DEPARTMENT

**CITY OF SACRAMENTO
CALIFORNIA**

1231 I Street
Room 300
Sacramento, CA
95814-2998

Environmental Planning
Services
916-808-5375
FAX 264-7185

MEMORANDUM

TO: Interested Parties

FROM: Susanne Cook, Associate Planner

SUBJECT: Corrections to the Westlake Parcel 31 (P04-151) Addendum to an Adopted Negative Declaration

DATE: April 14, 2005

It has been brought to Staff's attention that the Westlake Parcel 31 Project (P04-151) site located on the northeast corner of Del Paso Road and Wyndview Drive (APN 225-1480-031 and -051) was analyzed as Low Density Residential use rather than school use in the original 1999 Westborough PUD Negative Declaration. Corrections to the Addendum to the adopted 1999 Westborough PUD Negative Declaration have been made to reflect this. The corrections are on pages 3, 4, 5, and 6. The original Addendum to the Westborough PUD Negative Declaration follows this memo, and pages 3, 4, 5, and 6 have been replaced with the corrected pages.

These corrections do not involve any changes in the analysis or in the mitigation measures in the original Addendum to the Westborough PUD Negative Declaration.

Please contact me at (916) 808-5375 if you have questions concerning the above or the environmental process.



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PLANNING DIVISION

ENVIRONMENTAL PLANNING
SERVICES
916-808-1909
FAX 916-264-5328

ADDENDUM TO AN ADOPTED NEGATIVE DECLARATION
(REVISED 4/14/05)

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

Westlake – Parcel 31 (P04-151) – The Westlake – Parcel 31 property (APN 225-1480-031 and –051) is located on the northeast corner of Del Paso Road and Wyndview Drive in the North Natomas Community Plan area. The proposed project involves obtaining the entitlements to allow the development of cluster single-family homes in the Westborough PUD.

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

This Addendum to an Adopted Negative Declaration has been prepared pursuant to Title 14, Section 15164 of the California Code of Regulations; the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento.

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

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

By: _____

h. C. Buford



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

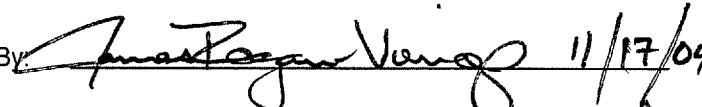
By:  11/17/04

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CONCLUSION TO PREPARE AN ADDENDUM TO AN ADOPTED NEGATIVE DECLARATION

An Addendum to an Adopted Negative Declaration may be prepared if only minor technical changes or additions are necessary (CEQA Guidelines Section 15164). The City has decided to prepare an Addendum in that none of the following findings necessary to prepare a Subsequent Negative Declaration have been made pursuant to CEQA Guidelines Section 15162:

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

The Negative Declaration for the Westborough Planned Unit Development (PUD) (P98-112) that was approved in October 1999 evaluated the entitlements to develop single and multi-family residential, neighborhood commercial, light industrial, employment center, civic uses, open spaces, major roadways and landscape corridors on 331± gross acres located between El Centro Road on the east, the City limits on the west, north of Del Paso Blvd., and west of I-5 (APN: 225-0030-007, 008,021,044, 049 & 052). The approved Negative Declaration analyzed potential environmental impacts that would result from the creation of 1,248 parcels for subsequent low- and high-density residential development. ~~It also evaluated the potential impacts of locating an elementary school on a ± 10-acre lot in the PUD.~~

The Westlake - Parcel 31 project (P04-151) would change the project description in the Westborough PUD Negative Declaration (P98-112) by locating houses on two Standard Single Family Planned Unit Development (R-1 PUD) zoned parcels totaling ± 10 net acres that were designated for ~~an elementary school~~ low density residential. The Westlake - Parcel 31 project involves changing the zone of the two parcels from R-1 PUD to Single-Family Alternative Planned Unit Development (R-1A PUD), subdividing them, and building 101 single-family residential units. The additional residential units represent an approximately 9% increase in the total number of residential units in the PUD.

Operational impacts resulting from single-family residential development in the PUD were evaluated under the approved Negative Declaration. Environmental effects of the Westlake - Parcel 31 residential project are the same as the environmental effects that were evaluated in the approved Negative Declaration for all the other residential development projects in the PUD.

~~The Westborough PUD contemplated the environmental effects that would result from developing an elementary school on ± 10 acres of R-1 PUD zoned land. The significance of environmental effects resulting from development of clustered housing on ± 10 acres of R-1A PUD zoned land originally slated for a school have been determined to be no greater than the development of a school single-family residences on the same site.~~

The Westlake - Parcel 31 project does not cause any of the environmental impacts identified in the Negative Declaration to rise to a level of significance. Therefore, the

analysis in the original Negative Declaration does not need to be revised. The mitigation measures originally adopted are effective and applicable to the proposed project.

Only minor revisions are needed to update the adopted Negative Declaration with the Westlake - Parcel 31 project. The "Air" and "Plants and Animals" sections needed to be revised to reflect the potential impacts of the proposed project in accordance with new regulations. The revised sections are included with this Addendum. The analysis in the revised sections demonstrates that the Westlake - Parcel 31 project will not result in new significant environmental effects.

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

Changes have occurred in the regulatory environment, but not the physical environment, since the Westborough PUD was approved. These include the latest ruling and language for the Natomas Basin Habitat Conservation Plan (NBHCP) and changes to the significance thresholds for criteria pollutants. The "Air" and "Plants and Animals" sections needed to be revised to analyze the project in accordance with these new regulations. The revised sections are included with this Addendum. The analysis in the revised sections demonstrates that the Westlake - Parcel 31 project will not result in any new or more severe impacts than those previously identified and evaluated in the Westborough PUD Negative Declaration.

In addition, since the time the original Negative Declaration was approved, some of the mitigation measures in the Westborough PUD Negative Declaration have been implemented or are not applicable to this specific project. Therefore, they have been eliminated as requirements for this project.

3. No new information of substantial importance has been found that shows any of the following:
 - a) The project will have one or more significant effects not discussed in the previous Negative Declaration and EIRs;

Potential environmental impacts resulting from residential development in the PUD were identified and mitigated to a less than significant level. The proposed Westlake - Parcel 31 project would change the zone of the project study area from R-1 PUD to R-1A PUD. This change to the underlying zone does not result in significant effects not discussed in the Westborough PUD Negative Declaration. Impacts resulting from the proposed cluster housing are the same as the impacts identified for the other residential development projects in the PUD.

Development of a school on ~~± 10 acres of R-1 PUD zoned land~~ low density residential was analyzed in the prior Negative Declaration. The proposed change from ~~school~~ low density residential development to medium density residential development does not result in any impacts greater than previously identified and that were not previously identified and mitigated. ~~The change of the project site from school use to residential~~

~~use occurred because the school district cannot build on the site; school policy does not allow schools to be developed on sites with major utilities nearby (the site has a major gas line running through it). There is expected to be no loss in school acreage, as the school district is looking for another site.~~

This Addendum includes a discussion on how the proposed project specifically impacts air quality because the original Westborough PUD Negative Declaration discussed impacts to air quality of the entire PUD. However, the proposed project would not have any impacts that any more severe than what was previously analyzed. A less-than-significant impact is still anticipated.

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

The Westlake - Parcel 31 project study area was evaluated for development of a school use. The proposed Westlake - Parcel 31 project would change the use of the project study area from school low density residential use to medium density residential use. The proposed project will increase the number of single-family residential units in the PUD and a decrease in the school acreage. The specific activities involved with the proposed project are the same as the other residential activities that were evaluated in the Negative Declaration for the PUD. Impacts identified for the proposed project would be similar to the original analysis of a school low density residential use. Based on an evaluation of the Westlake - Parcel 31 project, the environmental impacts identified in the Negative Declaration will remain less-than-significant.

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

No mitigation measures were previously found to be infeasible. Some of the original mitigation measures have already been implemented or are not applicable to the proposed project.

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

Since the time the original Negative Declaration was approved, a new ruling on the Natomas Basin Habitat Conservation Plan (NBHCP) had occurred. As a result, language concerning the NBHCP in the original Negative Declaration is not up to date. Therefore, this document discusses the latest ruling and uses the latest language concerning the NBHCP. However, this change does not require major revisions of the previous Negative Declaration. All of the new information and evaluations are considered to be technical changes and do not include any new impacts that have not already been identified and discussed in the previous Negative Declaration. The NBHCP is further discussed in the response to questions section below.

Westlake – Parcel 31 (P04-151) Addendum to an Adopted Negative Declaration

PROJECT INFORMATION

File Number/Project Name:

P04-151/ Westlake – Parcel 31

Project Location:

The ± 11.2-acre gross (10- acre net) Westlake – Parcel 31 property is located on the northeast corner of Del Paso Road and Wyndview Drive in the Planned Unit Development (PUD). The Assessor Parcel Numbers are 225-1480-031 and -051. A vicinity map is in Attachment 1.

Existing Plan Designations and Zoning:

The proposed project is located within the North Natomas Community Plan (NNCP) area. The 1986-2006 Sacramento General Plan Update land use designation for the site is Public/Quasi Public-Miscellaneous (PQPM) and the NNCP designation is General Public Facilities (GPF). The project site is zoned R-1 Planned Unit Development (PUD).

Project Background:

The Westborough PUD consists of 331.0± gross acres and is located in the northwest corner of Del Paso Road and El Centro Road. The Westborough PUD was approved by ~~Planning Commission~~ City Council in ~~November~~ September 1999. The Westborough PUD included the Westlake – Parcel 31 property as an elementary school site. The Applicant determined that the site would be well suited for residential development. In a letter dated 20 April 2004, the Natomas Unified School District stated that the District does not currently have a need for a school on the Westlake – Parcel 31 property and relinquished the District's reservation so that the Applicant could pursue developing the site.

Project Purpose:

The purpose of the proposed project is to provide housing in the North Natomas Community Plan area of the City of Sacramento.

Project Components:

The proposed project consists of the following entitlements:

- GENERAL PLAN AMENDMENT to re-designate 11.2± acres from Public/Quasi-Public-Miscellaneous (PQPM) to 0.54± acres of Parks/Recreation/Open Space and 10.66± acres of Low Density Residential (LDR);
- COMMUNITY PLAN to re-designate 11.2± acres from General Public Facilities

(GPF) to 0.54± acres of Parks/Open Space and 10.66± acres of Medium Density Residential (MDR);

- REZONE 11.2± acres from Standard Single-Family Planned Unit Development (R-1-PUD) zone to 0.54± acres of Agriculture-Open Space Planned Unit Development and 10.66± acres of Single-Family Alternative Planned Unit Development (R-1A-PUD) zone;
- PUD SCHEMATIC PLAN AMENDMENT to the Westborough Planned Unit Development to depict 101± single-family cluster lots and additional parks acreage on 11.2± acres;
- TENTATIVE MAP to subdivide two parcels totaling 11.2± acres into 118± lots in the proposed Single-Family Alternative Planned Unit Development (R-1A-PUD) zone;
- SUBDIVISION MODIFICATION to modify street standards, allow for non-standard street elbows, and reduce the P.U.E. to 10' adjacent to the public street; and
- PUD SPECIAL PERMIT to develop three house plans on 101± lots in the proposed Single-Family Alternative Planned Unit Development (R-1A-PUD) zone.

Other Project Studies/Reports/References:

All documents are available at the City of Sacramento, Planning and Building Department, 1231 I Street, Suite 300, Sacramento, CA 95814.

- City of Sacramento General Plan Update EIR, 1988
- 1986 North Natomas Community Plan SEIR, 1994
- City of Sacramento Zoning Ordinance
- Westborough PUD Initial Study / Mitigated Negative Declaration (P98-112) (Attachment 4)

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

Questions A & B

On March 28, 2002, the Board of Directors of the Sacramento Metropolitan Air Quality Management District (SMAQMD) approved the following revised significance thresholds for air emissions thresholds:

Project Type	Ozone Precursor Emissions (lbs/day)	
	ROG	NOx
Short-term Effects (Construction)	None	85
Long-term effects (Operation)	65	65

The revised thresholds became effective on March 28, 2002. These thresholds are lower than what was evaluated in the Westborough PUD Negative Declaration.

The SMAQMD has developed construction procedures to minimize emissions of criteria pollutants resulting from construction activities. The two categories of construction procedures are:

Category 1: Reducing NOx emissions from off-road diesel powered equipment

The project shall provide a plan for approval by [DERA, City of x, SMAQMD, etc] demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the

construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20 percent NOx reduction and 45 percent particulate reduction¹ compared to the most recent CARB fleet average at time of construction; and

The project representative shall submit [to DERA, City of x, SMAQMD, etc.] a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the project representative shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman.

and:

Category 2: Controlling visible emissions from off-road diesel powered equipment

The project shall ensure that emissions from all off-road diesel powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and [DERA, City of x, SMAQMD, etc.] shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. The SMAQMD and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this section shall supercede other SMAQMD or state rules or regulations.

¹Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available.

A list of the construction contractors equipment was provided by the applicant. The list included the type, make, model, year, and horsepower for each piece of equipment in the contractor's fleet. The list stated that the equipment achieved 20% NOx reduction and 20% PM₁₀ reduction as compared to the California Fleet Average. The equipment available in the contractor's fleet indicates that the contractor is capable of achieving the SMAQMD standard reduction.

The Westlake – Parcel 31 project includes implementation of the SMAQMD procedures. The plans and specifications state that the construction contractor will select equipment from the equipment list to achieve 20% NOx reduction and 20% PM₁₀ reduction. They also indicate that the construction contractor will provide the equipment list to SMAQMD for verification.

The plans and specifications call for regular opacity evaluations and monthly compliance reporting to the City of Sacramento. Based on evaluation of the equipment list and review of the proposed project design, less-than-significant impacts would still result.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<p>4/5. <u>Plant and Animal Life</u></p> <p>Would the proposal result in impacts to:</p> <p>A) Endangered, threatened or rare species or their habitats (including, but not limited to plants, fish, insects, animals and birds)?</p>		✓	
<p>B) Locally designated species (e.g., heritage or City street trees)?</p>			✓
<p>C) Wetland habitat (e.g., marsh, riparian and vernal pool)?</p>			✓

Question A

The language in the original Negative Declaration shall be replaced with the following:

The proposed project is located within the Natomas Basin, a low-lying region in the Sacramento Valley, located east of the Sacramento River and north of the American River. The Natomas Basin contains incorporated and unincorporated areas within the jurisdictions of the City of Sacramento, Sacramento County, and Sutter County. Historically the basin was primarily in agricultural production. The existing water conveyance systems, like the East Drainage Canal located at the easternmost project boundary, within the Natomas Basin were created for water conveyance and drainage. They provide nesting, feeding, and migration corridor habitat for a variety of species in the basin.

The Natomas Basin contains a variety of habitat types, open water aquatic habitat (including ditches and drains), emergent marsh, riparian forest, riparian scrub-shrub, grassland, vernal pools, and agriculture. A number of special-status species (wildlife and plant), as determined by the California Department of Fish and Game (CDFG) or the U.S. Fish and Wildlife Service (USFWS), inhabit or forage within the Natomas Basin.

The 1994 NNCP required the development and implementation of a Habitat Conservation Plan as mitigation for development in North Natomas and the Natomas Basin, which includes portions of land in South Natomas as well. The proposed project is located in an area that is required to comply with all measures identified in the NBHCP. The NBHCP is a conservation plan supporting application for incidental take permits (ITPs) under Section 10(a)(1)(B) of the Endangered Species Act and under Section 2081 of the California Fish and Game Code. The purpose of the NBHCP is to promote biological conservation in conjunction with economic and urban development within the Permit Areas of the Natomas Basin. The

NBHCP establishes a multi- species conservation program to minimize and mitigate the expected loss of habitat values and incidental take of Covered Species that would result from urban development, operation of irrigation and drainage systems, and certain activities associated with The Natomas Basin Conservancy management of its system of reserves established under the NBHCP. The goal of the NBHCP is to minimize incidental take of the Covered Species in the Permit Areas and to provide mitigation for impacts of Covered Activities on the Covered Species and their habitat. The NBHCP applies to the 53,537-acre interior to the toe of the levees surrounding the Natomas Basin.

In 1997, the NBHCP was approved by the City of Sacramento and ITPs were issued to the City by U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Game (CDFG). Subsequently, the 1997 NBHCP was challenged and on August 15, 2000, the U.S. District Court, Eastern District, rules that the USFWS ITP was invalid and an Environmental Impact Statement was required.

The City of Sacramento, Sutter County and the USFWS prepared a revised NBHCP and an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) was approved on May 13, 2003 by the City of Sacramento City Council. On Friday, June 27, 2003, the USFWS issued ITPs to the City of Sacramento, Sutter County, and The Natomas Basin Conservancy. CDFG issued an amended ITP on July 10, 2003.

Mitigation Measures #4 and #5 in the Westborough PUD Negative Declaration shall be replaced with the following mitigation measure to reflect the latest NBHCP language:

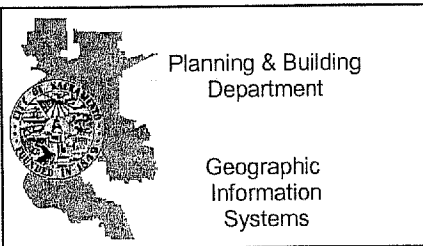
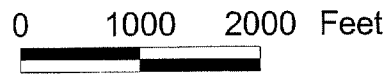
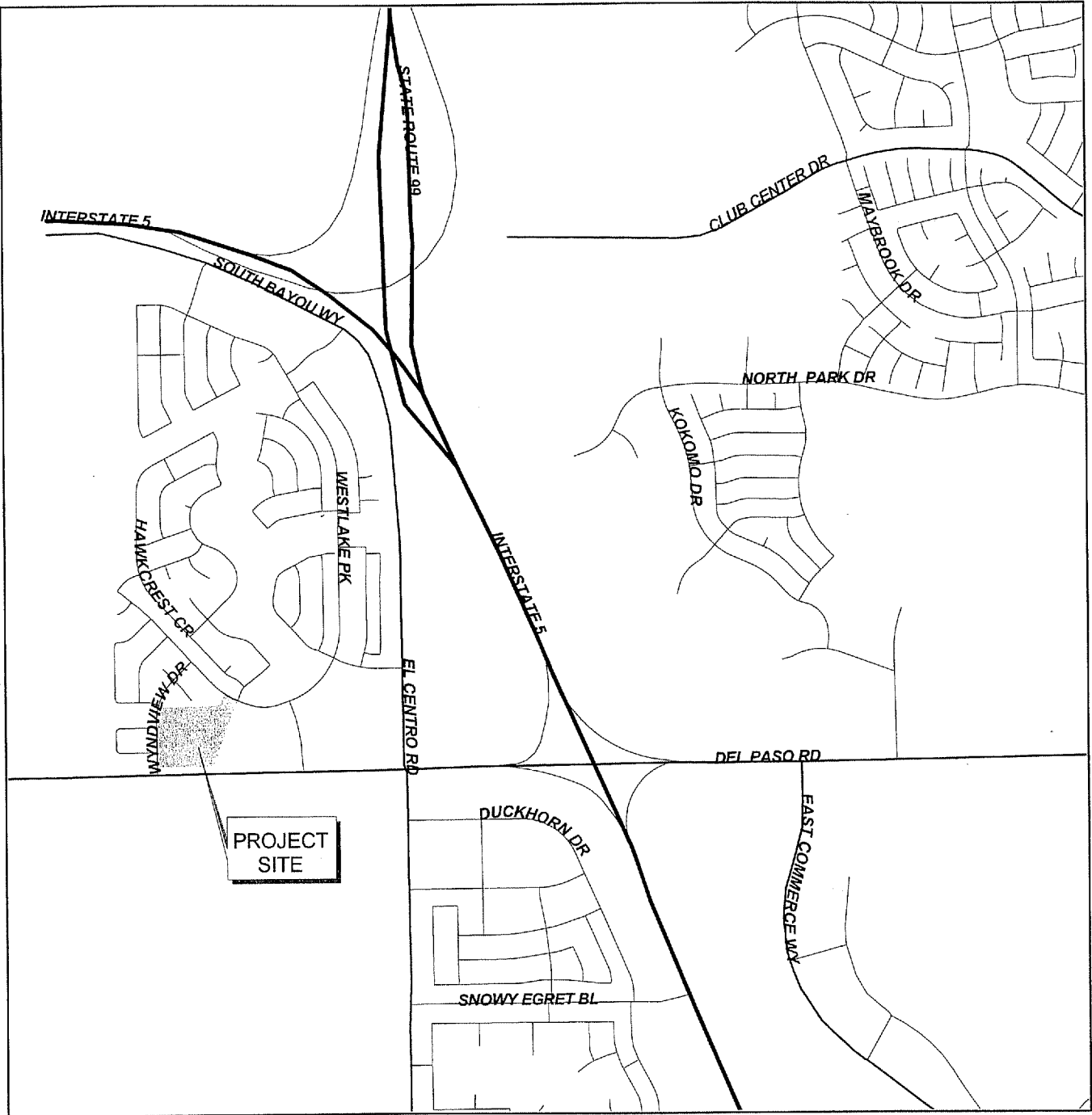
Mitigation Measure:

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

Implementation of the above mitigation measure would still reduce biological impacts to a less-than-significant level, as previously evaluated in the Westborough PUD Negative Declaration.

ATTACHMENT 1

Project Vicinity Map



August 13, 2004

Vicinity Map P04-151



ATTACHMENT 2

Site Plan

TENTATIVE SUBDIVISION MAP

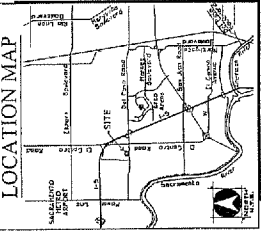
WESTLAKE - PARCEL 31

CITY OF SACRAMENTO, CALIFORNIA

JULY 30, 2004
 (REVISED OCTOBER 8, 2004)
 (REVISED OCTOBER 29, 2004)

LAND USE SUMMARY

LAND USE	NET AREA - ACRES	NET DWELLING UNITS - UNITS
RESIDENTIAL MEDIUM DENSITY (R-3)	7.30	101
LANDSCAPE CORRIDOR	0.27	-
PUBLIC PARK AREA	0.14	-
PUBLIC STREETS	3.12	-
TOTAL	11.23	101



PROJECT NOTES

ASSESSOR'S PARCEL NO. 250-1400-031 + 031

OWNER: 7700 COLLEGE LANE DRIVE SUITE 101 SACRAMENTO, CA 95826 PHONE: (916) 383-2400

APPLICANT/ENGINEER: 1254 LINCOLN ROAD SUITE 250 COLLEGE PARK, CA 95826 PHONE: (916) 780-1222

PLANNER/ENGINEER: 3301 O STREET SUITE 100B SACRAMENTO, CA 95816 PHONE: (916) 341-7140

AREA: PARKS, OPEN SPACE

RESERVE-LOTS: 101 SINGLE-PART RESERVE-LOTS 1 PRIVATE DRIVE LOTS 1 PARK LOT 1

PROPOSED USE: SINGLE-FAMILY RESIDENTIAL

PROPOSED ZONING: R-3 (R-3)

PARK DISTRICT: CITY OF SACRAMENTO

SCHOOL DISTRICT: SACRAMENTO REGIONAL SCHOOL DISTRICT

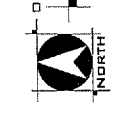
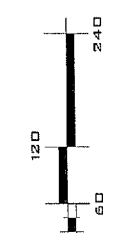
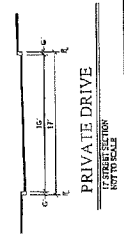
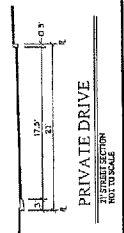
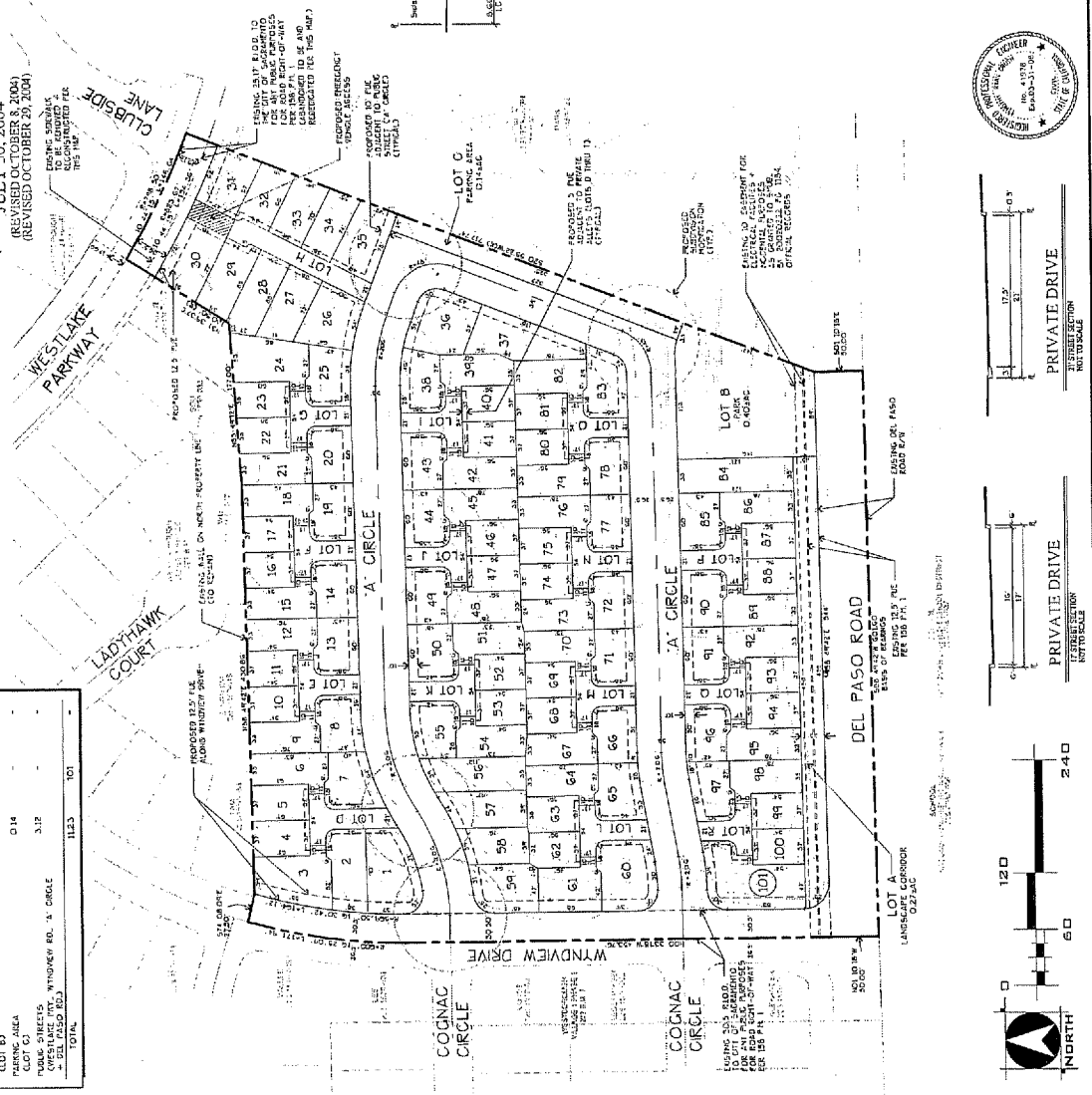
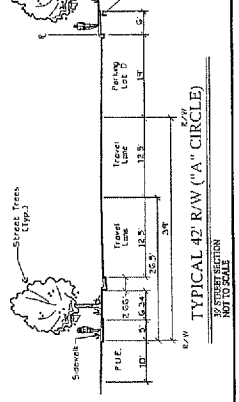
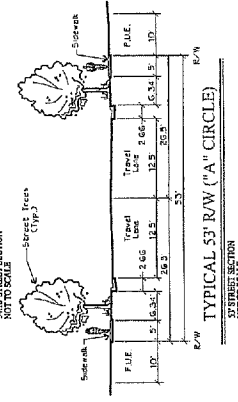
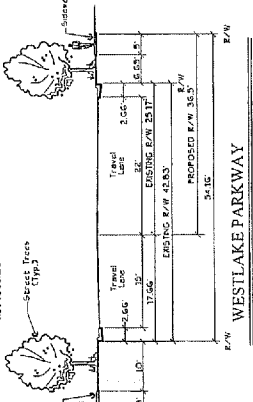
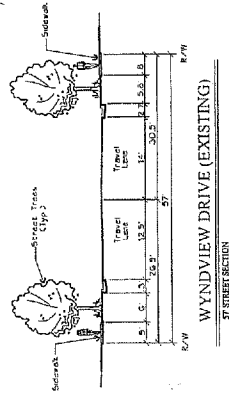
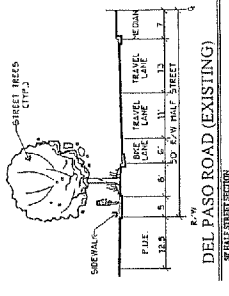
SEWER: SACRAMENTO REGIONAL SANITATION DISTRICT

STORM DRAIN: CITY OF SACRAMENTO

ELECTRICITY: CITY OF SACRAMENTO

NOTES:

- SUBMITTER RESERVES THE RIGHT TO FILE MULTIPLE PAUL PATE PRESENT TO SECTION 6650-50-00 OF THE SUBDIVISION MAP ACT.
- A 10' P.U.E. SHALL BE LOCATED ADJACENT TO ALL INTERNAL PUBLIC RIGHTS OF WAY EXCEPT WHERE ADJACENT TO PARK PARKWAY + WINDVIEW DRIVE PUBLIC RIGHTS OF WAY.
- A 12.5' P.U.E. SHALL BE LOCATED ADJACENT TO WESTLAKE PARKWAY + WINDVIEW DRIVE PUBLIC RIGHTS OF WAY.
- THIS EXHIBIT IS FOR TENTATIVE MAP PURPOSES ONLY. ALL SITE CHARACTERISTICS ARE TO BE VERIFIED PRIOR TO FINAL MAP.



WOOD RODGERS
 ENGINEERING - MAPPING - PLANNING - SURVEYING
 2301 C St. Bldg. 100-B Sacramento, CA 95816
 Tel 916.341.7780 Fax 916.341.7787

TENTATIVE SUBDIVISION MAP

ATTACHMENT 3

Mitigation Agreement

MITIGATION AGREEMENT

PROJECT NAME / FILE NUMBER: **Westlake Parcel 31 (P04-151)**

OWNER/DEVELOPER: **Phoenix LLC / John Laing Homes**

I, Breg Plucker (owner, authorized representative), agree to amend the project application P04-151 to incorporate the attached mitigation measures in the Westlake Parcel 31 Project Initial Study/ Mitigated Negative Declaration dated November 17, 2004. I understand that by agreeing to these mitigation measures, all identified potentially significant environmental impacts should be reduced to below a level of significance, thereby enabling the Environmental Coordinator to prepare a Negative Declaration of environmental impact for the above referenced project.

I also understand that the City of Sacramento will adopt a Mitigation Monitoring Plan for this project. This Reporting Plan will be prepared by the Development Services Department, pursuant to the California Environmental Quality Act Guidelines Section #21081 and pursuant to Article III of the City's Local Administrative Procedures for the Preparation of Environmental Documents.

I acknowledge that this project, P04-151, would be subject to this plan at the time the plan is adopted. This plan will establish responsibilities for the monitoring of my project by various City Departments and by other public agencies under the terms of the agreed upon mitigation measures. I understand that the mitigation measures adopted for my project may require the expenditure of owner/developer funds where necessary to comply with the provisions of said mitigation measures.


Signature (Owner/Developer/Applicant)

Director of Forward Planning
Title

11/17/2004
Date

ATTACHMENT 4

Westborough PUD Negative Declaration

NEGATIVE DECLARATION

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

- A. **Development Agreement** between the City of Sacramento and Lennar Communities;
- B. **General Plan Amendment** for 331 gross acres - from 139 acres to 187 acres Low Density Residential; from 27.3 acres to 12.7 acres Medium Density Residential; from 4 acres to 8 acres Community/Neighborhood Commercial & Offices; from 24.8 acres to 7.8 acres Mixed Use; from 51.9 acres to 12.6 acres Heavy Commercial or Warehouse; from 18 to 26 acres Public/Quasi Public-Misc; from 41.7 to 49.2 acres Parks, Recreation, Open Space; (Major Roadways/Landscape Corridors - inc. Fwy Corridor, from 24.5 to 27.9 acres.
- C. **North Natomas Community Plan Amendment** for 331 gross acres from 105 acres to 159.5 acres Low Density Residential; from 34 to 27.5 acres Medium Density Residential; from 27.3 acres to 12.7 acres High Density Residential; from 0 to 8 acres Neighborhood Commercial; from 3 to 0 acres Convenience Commercial; from 51.9 to 12.6 acres Light Industrial; from 17.5 to 7.8 acres EC-50; from 7.2 to 0 acres EC-65; from 12.7 to 18.1 acres Parks; from 29 to 15.8 acres Open Space; from 0 to 19 acres Detention Basin; from 3 to 10.3 acres Institutional; from 5 to 2 acre Civic Uses; from 1 to 0 acre Highway Commercial; retain 10 acres for an elementary school. (From 24.5 to 27.9 acres for Major roadways/landscaped corridors).
- D. **Rezone** from 63.9 acres Manufacturing, Research & Development, and 267.3 acres Agriculture to 127.4 acres Single family Residential; to 58.2 acres Single Family Residential Alternative; to 29.5 acres Multi-Family Residential; to 12.7 acres Multi-Family Residential; to 8 acres General Commercial; to 12.6 acres Light Industrial-25' Landscaped Setback; to 7.8 acres Employment Center - 50 Employees per acre; to 10.3 acres EC-50/Institutional' 64.7 to Agriculture-Open Space (A-OS) (lake, SMUD station, major roadways, and water tank, etc.)
- E. **PUD Establishment w/Schematic Plan** for Lennar Communities
- F. **Tentative Master Parcel Map** to divide six parcels of 331.0± gross acres into 30 parcels.
- G. **Tentative Parcel Map** to create 1,248 parcels.
- H. **Subdivision Modifications** to allow private streets with gated entrances.
- I. **Subdivision Modification** to allow islands within public Right of Way (ROW).
- J. **Subdivision Modification** to allow modified street sections.
- K. **Special Permit** to allow gated residential development in six tracts.

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, as resolved, will not have a significant effect on the environment. An Environmental Impact Report is not required pursuant to the Environmental Quality Act of 1970 (Division 13 of the Public Resources Code of the State of California).

This environmental review process and Negative Declaration filing is pursuant to Title 14, Division 6, Chapter 3, Article 6, Section 15070 of the California Administrative Code and pursuant to the Sacramento Local Environmental Regulations (Resolutions 78-171) adopted by the City of Sacramento and pursuant to the Sacramento City Code, Chapter 63.

A copy of this document may be reviewed/obtained at the City of Sacramento, Department of Planning and Development, Planning Division, 1231 "I" Street, 3rd Floor, Sacramento, California 95814.

City of Sacramento, California
A Municipal Corporation

P98-112 Westborough
attachment
rev. 6/23/99

By: Lot Mende
For the Environmental Services Division Manager

YES/MAYBE/NO

- f. Alteration of the direction or rate of flow of ground waters? _____√
- g. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations? _____ / / √
- h. Substantial reduction in the amount of water otherwise available for public water supplies? _____ / / √
- i. Exposure of people or property to water related hazards such as flooding? _____ / / √

- 4. **Plant Life.** Will the proposal result in:
 - a. Change in the diversity of species, or number of any species of plants? _____ / √ /
 - b. Reduction of the numbers of any unique, rare or endangered species of plants? _____ / √ /
 - c. Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species? _____ / √ /
 - d. Reduction in acreage of any agricultural crop? _____ √ / /

- 5. **Animal Life.** Will the proposal result in:
 - a. Change in the diversity of species, or number of any species of animals? _____ / √ /
 - b. Reduction of the numbers of any unique, rare or endangered species of animals? _____ / √ /
 - c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals? _____ / √ /
 - d. Deterioration of existing fish or wildlife habitat? _____ / √ /

- 6. **Noise.** Will the proposal result in:
 - a. Increases in existing noise levels? _____ / √ /
 - b. Exposure of people to severe noise levels? _____ / √ /

- 7. **Light and Glare.** Will the proposal produce new light or glare? _____ / √ /

- 8. **Land Use.** Will the proposal result in a substantial alteration of the present or planned land use of an area? _____ √ / /

- 9. **Natural Resources.** Will the proposal result in:
 - a. Increase in the rate of use of any natural resources? _____ / / √
 - b. Substantial depletion of any nonrenewable natural resource? _____ / / √

- 10. **Risk of Upset.** Does the proposal involve:
 - a. A risk of an explosion or the release of hazardous substances (including but not limited to, oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions? _____ / / √
 - b. Possible interference with an emergency response plan or an emergency evacuation plan? _____ / / √

- 11. **Population.** Will the proposal alter the location, distribution, density, or growth rate of the human population of an area? _____ √ / /

- 12. **Housing.** Will the proposal affect existing housing, or create a demand for additional housing? _____ √ / /

- 13. **Transportation/Circulation.** Will the proposal result in:
 - a. Generation of substantial additional vehicular movement? _____ √ / /
 - b. Effects on existing parking facilities, or demand for new parking? _____ √ / /
 - c. Substantial impact upon existing transportation systems? _____ √ / /

21. **Mandatory Findings of Significance.**

- a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife population, substantially reduce the habitat of a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? / / √
- b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.) / / √
- c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant.) / √ /
- d. Does the project have environment effects which will cause substantial adverse effects on human beings, either directly or indirectly? / / √

MITIGATION MEASURES

- X The applicant has agreed to revise the project to incorporate the mitigation measures contained in Attachment A, Discussion of Initial Study.
- A discussion of the project's impacts is contained in Attachment A, Discussion of Initial Study. No Mitigation is required for this project.

REFERENCES

- X City of Sacramento General Plan Update EIR, 1988
- X City of Sacramento Zoning Ordinance
- X North Natomas Community Plan EIR & SEIR
- South Natomas Community Plan EIR & SEIR
- Airport-Meadowview Community Plan EIR
- X North Sacramento Community Plan EIR
- South Sacramento Community Plan EIR
- Pocket Community Plan Update
- Downtown Redevelopment Plan Update and EIR, 1985
- Central City Community Plan EIR
- ITE Trip Generation Manual, Fifth Edition
- South Coast Air Quality Maintenance District "Air Quality Handbook for Preparing EIR's"
- Land Use Planning Policy Within the 100 Year Flood Plain in the City and County of Sacramento EIR
- Urbemis - 3
- Emfac 7 PC
- CALINE 4
- X Transportation and Circulation Analysis for Westborough, DKS Associates, 1999
- X Acoustical Analysis, Westborough Project, 1997
- X Environmental Site Assessment, Westborough, Wallace-Kuhl Associates, Inc., 1997
- Other: Acoustical Analysis, Westborough Project, Brown-Buntin Associates, Inc., 1997; Archaeological Review and Reconnaissance of the 330 acre Westborough Parcel Study, Far Western Anthropological Research Group, 1999; Natomas Basin Habitat Conservation Plan, 1997; California Natural Diversity Database; Geotechnical Engineering Report, Westborough Lake, Wallace-Kuhl Associates, Inc., 1999; North Natomas Community Plan, 1994 (94 NNCP); North Natomas Community Plan Mitigation Monitoring Plan, 1994; North Natomas Financing Plan, 1994 & 1995; North Natomas Development Guidelines, 1995; North Natomas Comprehensive Drainage Plan, Levee Improvements, Canal Widening and Additional Pumping Capacity, Jones and Stokes, Inc., 1997; Transportation Evaluation of the North Natomas Composite Plan,

**ATTACHMENT 1
DISCUSSION OF INITIAL STUDY**

PROJECT INFORMATION

Project Number: P98-112

Project Name: Westborough

Project Location:

The subject property consists of 331.0 gross vacant acres, in the North Natomas Community Plan (NNCP) area, between I-5 on the east; Del Paso Road, to the south; and the West Drainage Canal and the City limit line on the west (Figure 1). The site is identified as Assessor's Parcel Numbers (APN): 225-0030-007, 225-0030-008, 225-0030-021, 225-0030-044, 225-0030-049, 225-0030-052. The property is currently undeveloped, vacant land. The 331.0 acre site is proposed to be reconfigured (subdivided) into thirty lots, via a Master Tentative Parcel Map. And then to be further subdivided via a Tentative Parcel Map to create 1,248 parcels.

Existing Plan Designation(s) and Zoning:

Sacramento General Plan Designation:

Community/Neighborhood Commercial & Office; Low Density Residential; Medium Density Residential; Mixed Use; Parks, Recreation & Open Space; Heavy Commercial or Warehouse; and Public/Quasi Public; Major Roadways Landscape Corridors

1994 North Natomas Community Plan Designation:

Convenience Commercial; Neighborhood Commercial, Highway Commercial; Employment Center-65; Employment Center-50; Elementary School; Institutional; Parks; Open Space; Light Industrial; Civic Uses; Low Density Residential; Medium Density Residential; and High Density Residential

Zoning: (Existing)

Agriculture-Planned Unit Development(A-PUD), Manufacturing/Research & Development - PUD(MRD-20-PUD)

(Proposed)

127.4 acres R-1-PUD; 58.2 acres R-1-A PUD; to 29.5 acres R-2-A PUD; 12.7 acres R-3 PUD; 8 acres C-2- PUD; 12.6 acres M-1-S; to 7.8 acres EC-50; 64.7 A-OS.

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

- A. **Development Agreement** between the City of Sacramento and Lennar Communities (c/o Don Barnett).
- B. **General Plan Amendment** for 331 gross acres - from 139 acres to 187 acres Low Density Residential; from 27.3 acres to 12.7 acres Medium Density Residential; from 4 acres to 8 acres Community/Neighborhood Commercial & Offices; from 24.8 acres to 7.8 Mixed Use; from 51.9 acres to 12.6 acres Heavy Commercial or Warehouse; from 18 to 26 acres Public/Quasi Public-Misc; from 41.7 to 49.2 acres Parks, Recreation, Open Space; (Major Roadways/Landscape Corridors - inc. Fwy Corridor, from 24.5 to 27.9 acres.
- C. **North Natomas Community Plan Amendment** for 331 gross acres from 105 acres to 159.5 acres Low Density Residential; from 34 to 27.5 acres Medium Density Residential; from 27.3 acres to 12.7 acres High Density Residential; from 0 to 8 acres Neighborhood Commercial; from 3 to 0 acres Convenience Commercial; from 51.9 to 12.6 acres Light Industrial; from 17.5 to 7.8 acres EC-50; from 7.2 to 0 acres EC-65; from 12.7 to 18.1 acres Parks; from 29 to 15.8 acres Open Space; from 0 to 19 acres Detention Basin; from 3 to 10.3 acres Institutional; from 5 to 2 acre Civic Uses; from 1 to 0 acre Highway Commercial; retain 10 acres for an elementary school. (From 24.5 to 27.9 acres for Major roadways/landscaped corridors).
- D. **Rezone** from 63.9 acres Manufacturing, Research & Development, and 267.3 acres Agriculture to 127.4 acres Single family Residential; to 58.2 acres Single Family Residential Alternative; to 29.5 acres Multi-Family Residential; to 12.7 acres Multi-Family to 8 acres General Commercial; to 12.6 acres Light Industrial-25' Landscaped Setback; to 7.8 acres Employment Center - 50 Employees per acre; to 10.3 acres EC-50/Institutional' 64.7 to Agriculture-Open Space (A-OS) (lake, SMUD station, major roadways, and water tank, etc.)
- E. **PUD Establishment w/Schematic Plan** for Lennar Communities;
- F. **Tentative Master Parcel Map** to divide six parcels of 331.0± gross acres into 30 parcels.
- G. **Tentative Parcel Map to create 1248 parcels.**
- H. **Subdivision Modifications** to allow private streets with gated entrances.
- I. **Subdivision Modification** to allow islands within public Right of Way (ROW).
- J. **Subdivision Modification** to allow modified street sections.
- K. **Special Permit** to allow gated residential development in six tracts

Other Project Studies/Reports/References: All documents are available at the City Planning 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 5 amended October 1995)
7. Natomas Basin Habitat Conservation Plan (Draft-March 1995, Revised Draft- October 1995)
8. North Natomas Development Guidelines (October 31, 1995)
9. Implementation Agreement for the Natomas Basin Habitat Conservation Plan, City of Sacramento (December 8, 1997)
10. Environmental Site Assessment by Wallace-Kuhl & Assoc.(January, 1997)
11. Westborough Property Biological Resources Assessment by EIP Assoc. (April 9, 1999)
12. Preliminary Geotechnical Engineering Report for Westborough Lake by Wallace-Kuhl & Assoc. (April 29, 1999).

GENERAL NOTES

OWNER
 WYNNE'S HOMES, ETC.
 2246 DOUGLAS BOULEVARD, SUITE 200
 SACRAMENTO, CALIFORNIA 95834
 (916) 283-3334

DEVELOPER
 LENNAR COMMUNITIES
 2246 DOUGLAS BOULEVARD, SUITE 200
 SACRAMENTO, CALIFORNIA 95834
 (916) 283-3334

PLANNER
 DONN C REINERS, INC.
 899 POLSON BOULEVARD, SUITE 2
 SACRAMENTO, CALIFORNIA 95834
 (916) 283-3497

ENGINEER
 MORTON & PITALO, INC.
 788 TWENTY SEVENTH STREET, 3RD FLOOR
 SACRAMENTO, CALIFORNIA 95817
 (916) 487-2480

ADJACENT PARCEL NUMBERS
 22-0000-001 22-0000-002
 22-0000-003 22-0000-004
 22-0000-005 22-0000-006

EXISTING USE:
 VACANT / AGRICULTURE

PROPOSED USE:
 PLANNED DEVELOPMENT

EXISTING ZONING:
 A-10 / PDC-30-0-0

PROPOSED ZONING:
 R1, R1.5, R2, R2.5, C1, M1.5, ED-30, ED-30-1, A1C, A1C, A-10

ACREAGE CALCULATION:
 ALL AREAS SHOWN FOR THE PROPOSED PLAN ARE NET OF STREETS
 DETERMINED BY ACTUAL MEASUREMENT OF THE PARCELS ILLUSTRATED ON
 THIS PLAN.

STREET NAMES:
 STREET NAMES SHOWN ARE FOR PLAN
 IDENTIFICATION PURPOSES ONLY.

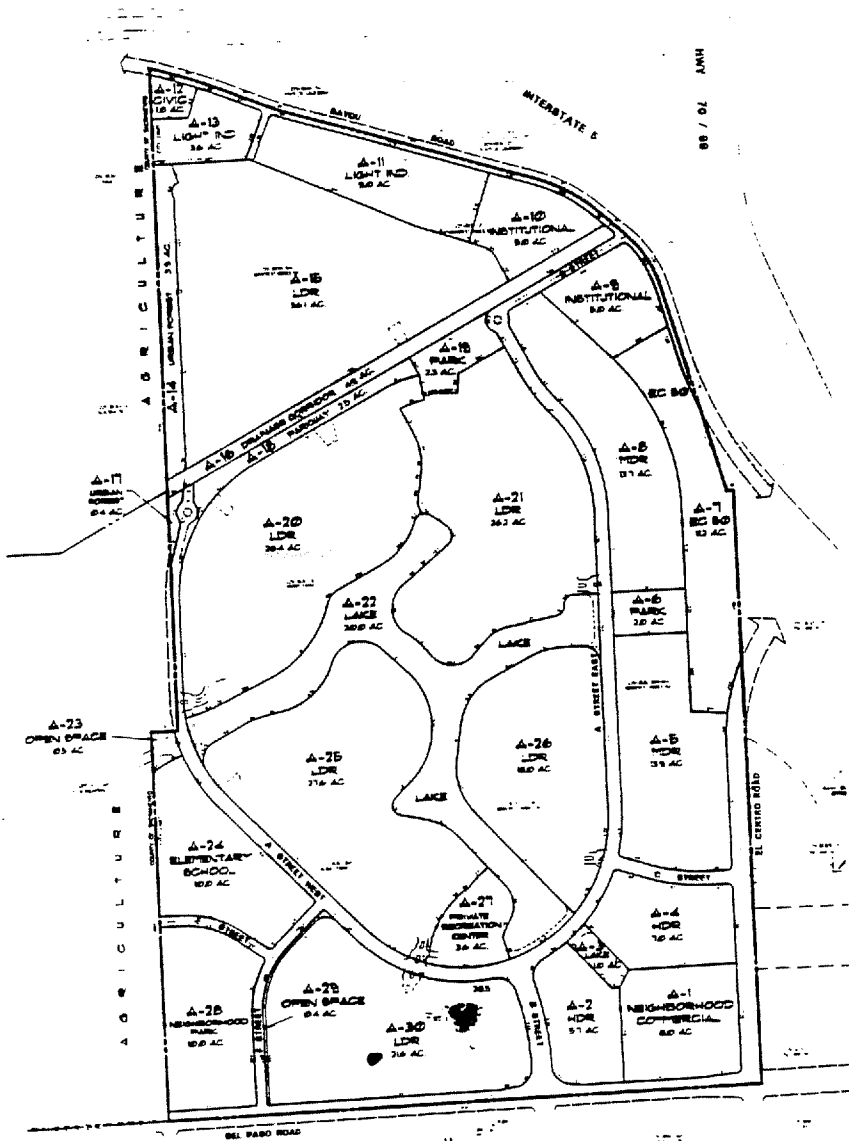
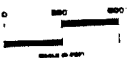
NORTH NATCHOS COMMUNITY PLAN:
 NORTH NATCHOS COMMUNITY PLAN INFORMATION SHOWN HEREON
 IS PROVIDED BY THE GEOGRAPHIC INFORMATION SYSTEMS OF
 THE CITY OF SACRAMENTO.

NOTE:
 REFER TO TENTATIVE SUBDIVISION MAP FOR LOTS AND SUB-PARCELS
 REFER TO CIRCULATION PLAN FOR ROADWAY CROSS SECTION DETAILS

MAP KEY
 A-23 — MASTER PARCEL NUMBER
 LDR — LAND USE
 32.5 AC — ACREAGE

LAND USE SUMMARY

LOT #	LAND USE	AREA	LOT #
LDR	LOW DENSITY RESIDENTIAL	97.1	A-9, A-20, A-21, A-25, A-26, A-28
FOR	MEDIUM DENSITY RESIDENTIAL	27.9	A-8, A-9
FOR	HIGH DENSITY RESIDENTIAL	27.1	A-12, A-13
EC-30	NEIGHBORHOOD COMMERCIAL	8.0	A-1
EC-30	EMPLOYMENT CENTER	2.1	A-1, A-13
CVC	COMMUNITY CENTER	4.0	A-13
CVC	CIVIC USE (WATER TANK)	4.0	A-13, A-14
	INSTITUTIONAL (SCHOOL)	80.0	A-13
	ELEMENTARY SCHOOL	80.0	A-13
PAR	PRIVATE RECREATION CENTER	2.6	A-27
PAR	PUBLIC PARK	4.3	A-8, A-15, A-26
OS	OPEN SPACE	27.1	A-23, A-25
LAK	LAKE	21.0	A-1, A-12
	DRAINAGE CORRIDOR	4.0	A-16
	WETLAND	7.5	A-18
	URBAN FOREST	4.3	A-14, A-17
	ROADWAYS / LANDSCAPE CORRIDORS	28.2	
TOTAL		334.6	



mpt MORTON & PITALO, INC.
 CIVIL ENGINEERING • PLANNING • SURVEYING
 1000 J STREET, SUITE 100, SACRAMENTO, CA 95811
 (916) 487-2480

**MASTER PARCELIZATION MAP
 WESTBOROUGH**

LENNAR COMMUNITIES

CITY OF SACRAMENTO

OCTOBER 1, 1998

**DONN C
 REINERS
 INC**

(916) 283-3497
 899 POLSON BLVD., SUITE 2, SACRAMENTO, CA 95834
 SPECIALISTS IN SITE PLANNING

Figure 2

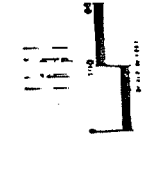
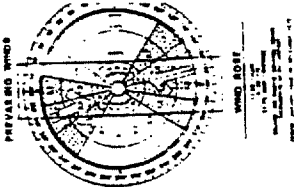
GENERAL NOTES

1. ALL DISTANCES ARE IN FEET AND DECIMALS THEREOF.
 2. ALL DIMENSIONS ARE TO THE CENTERLINE UNLESS OTHERWISE NOTED.
 3. ALL CORNERS ARE TO BE MARKED WITH IRON PIPES OR CONCRETE MONUMENTS.
 4. ALL ELEVATIONS ARE TO THE MEAN SEA LEVEL UNLESS OTHERWISE NOTED.
 5. ALL UTILITIES ARE TO BE DEPTH MARKED AND PROTECTED.
 6. ALL STRUCTURES ARE TO BE CONSTRUCTED ACCORDING TO THE CITY OF SACRAMENTO SPECIFICATIONS.
 7. ALL UTILITIES ARE TO BE DEPTH MARKED AND PROTECTED.
 8. ALL STRUCTURES ARE TO BE CONSTRUCTED ACCORDING TO THE CITY OF SACRAMENTO SPECIFICATIONS.
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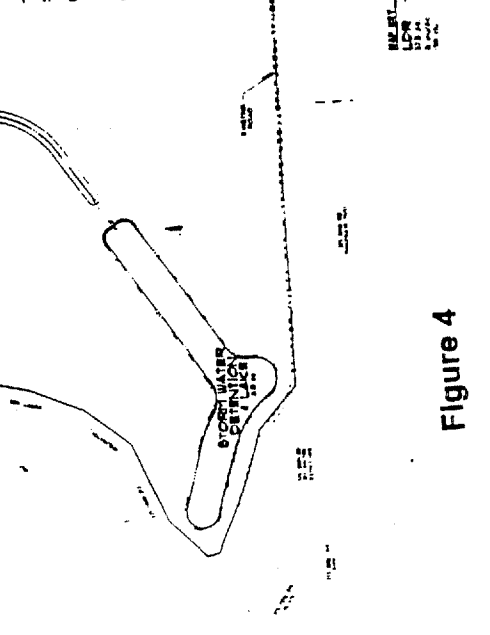
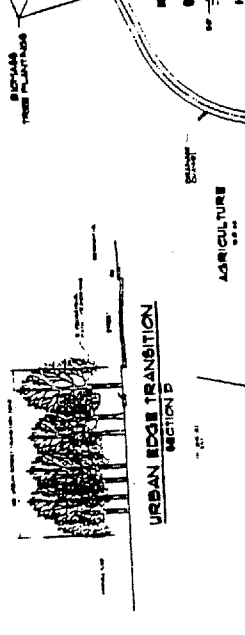
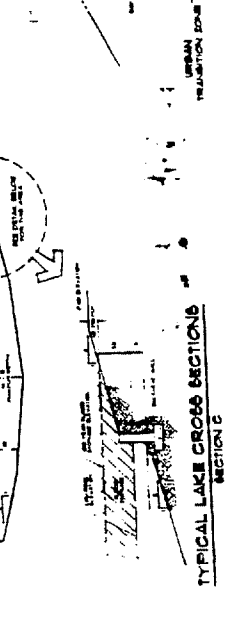
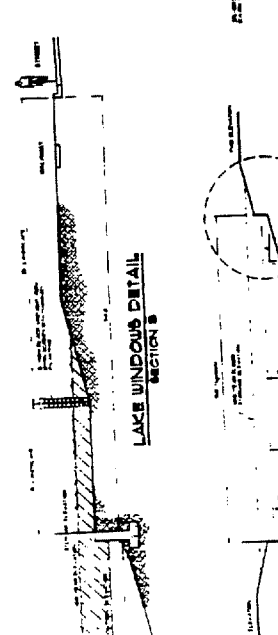
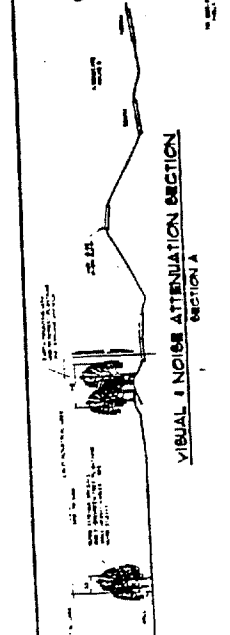
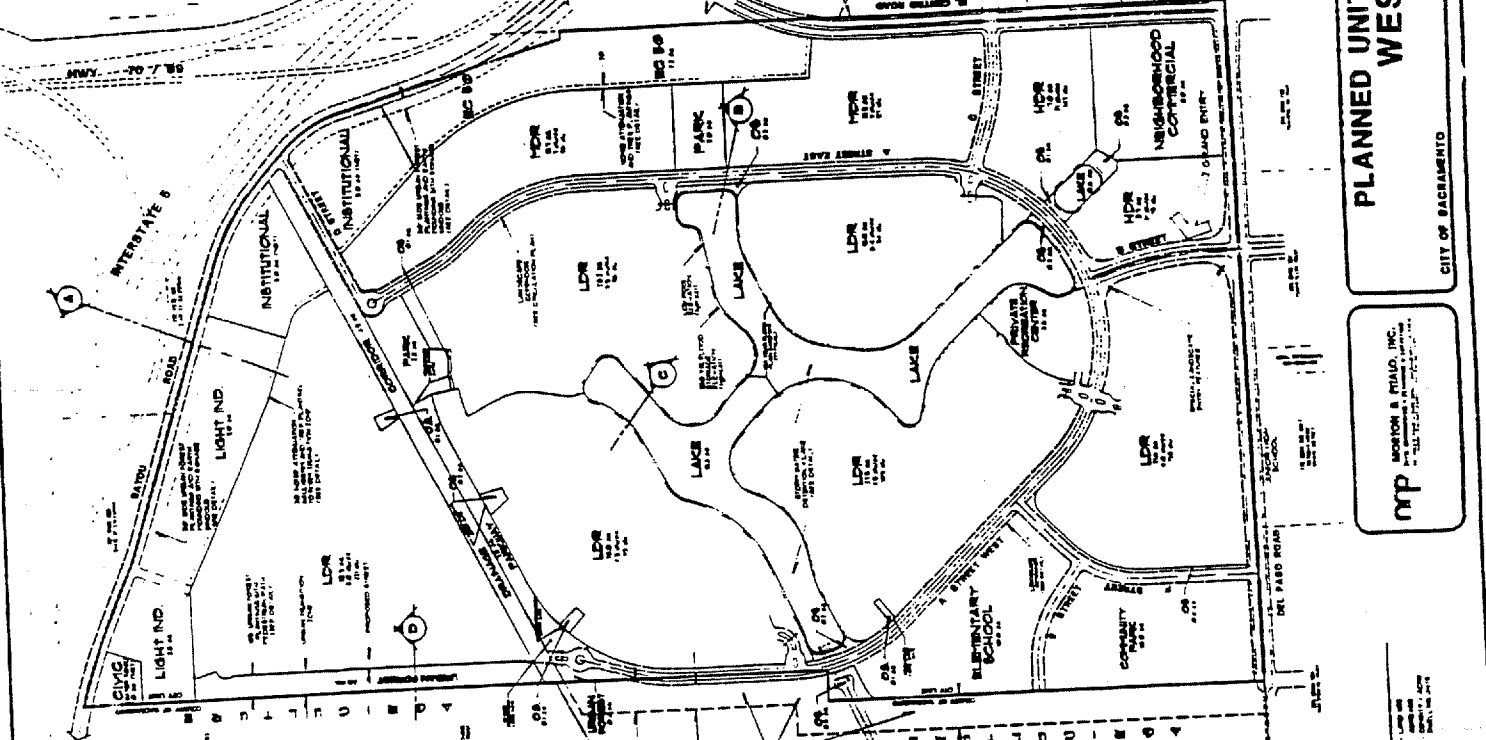
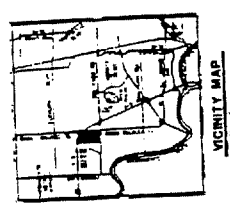
LAND USE SUMMARY

LAND USE	ACRES
Light Industrial	100.00
Commercial	50.00
Light Industrial	100.00
Commercial	50.00
Light Industrial	100.00
Commercial	50.00

COMMERCIAL USE SUMMARY
 RETAIL USE SUMMARY
 LIGHT INDUSTRIAL USE SUMMARY



JOHN REINERS INC.
 1000 J STREET, SACRAMENTO, CALIF. 95811
 PH: 484-1111



**PLANNED UNIT DEVELOPMENT EXHIBIT
 WESTBOROUGH**

CITY OF SACRAMENTO
 LENNAR COMMUNITIES

mp
 MORTON J. PAUL, INC.
 1000 J STREET, SACRAMENTO, CALIF. 95811
 PH: 484-1111

OCTOBER 1, 1988

Figure 4

**VEHICULAR CIRCULATION PLAN
 WESTBOROUGH
 LENHAR COMMUNITIES**
 CITY OF SACRAMENTO
 OCTOBER 1, 1988

MP
 MASON & PAUL INC

Figure 5

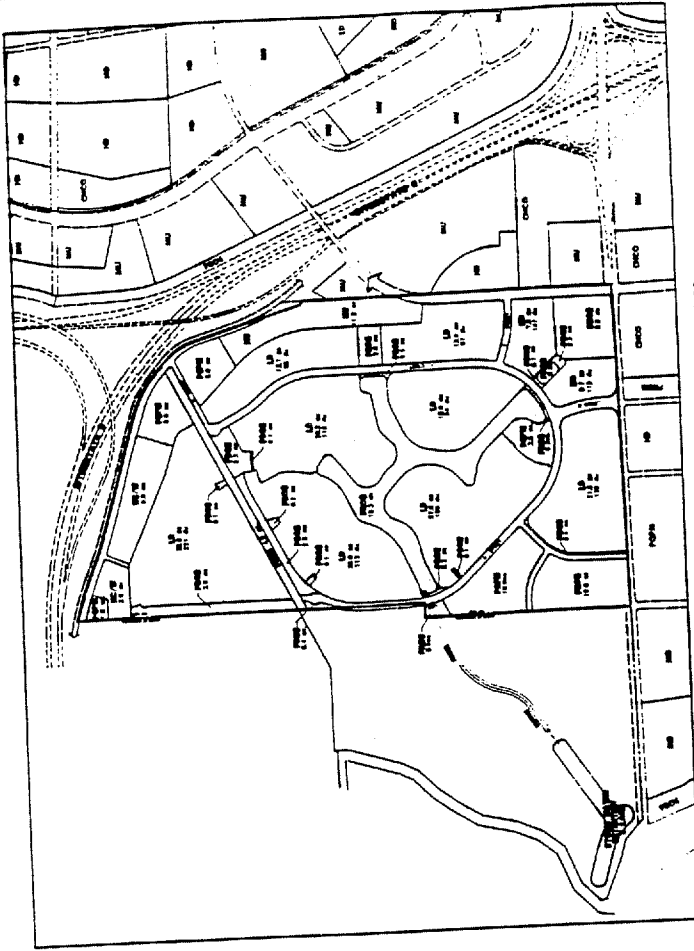


LEGEND
 ○ OPEN STREET
 ○ OPEN STREET WITH SIDEWALK
 ○ OPEN STREET WITH SIDEWALK AND BIKEWAY
 ○ OPEN STREET WITH SIDEWALK AND BIKEWAY AND TRAIL

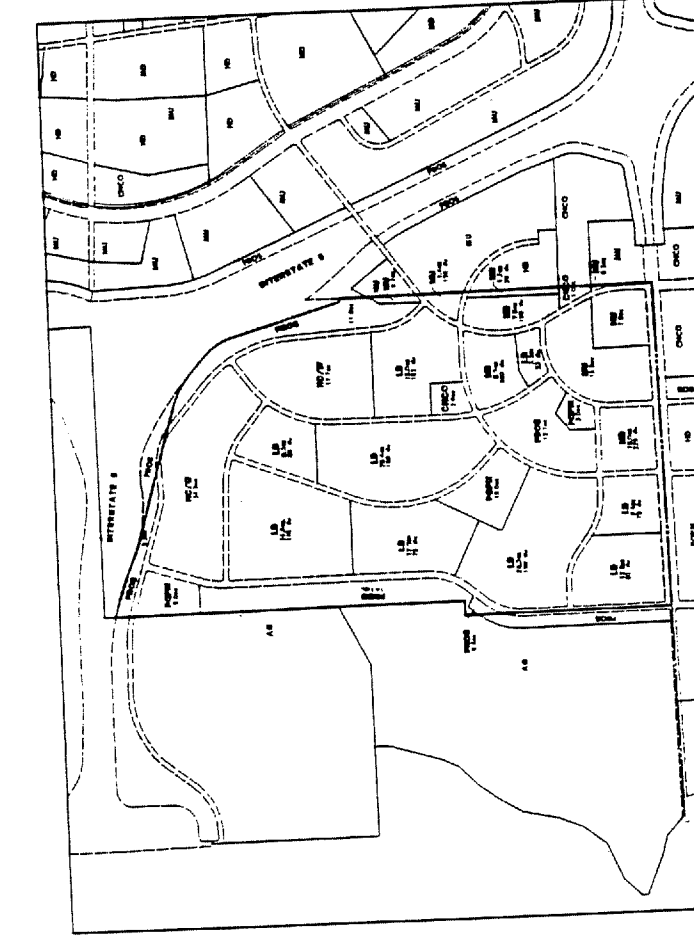
Community Plan as proposed to be amended (Figure 7).

The Master Tentative Parcel Map Ordinance has been enacted by the City pursuant to its constitutional authority as a charter city, to regulate land division where not preempted by the Subdivision Map Act. The purpose and intent of the master parcel map process is to allow subdivision of land to correspond to the General Plan and applicable Community Plan land use designations and infrastructure elements without allowing the creation of individual residential lots (Figures 8 & 9). For non-residential parcels, while the master parcel map process may create parcels which may or may not be subdivided further, no building may be undertaken on any master parcel unless and until all other required discretionary entitlements have been lawfully obtained, as required by applicable land use and development regulations, (Ord.#95-013).

If approved, the industrial, commercial, employment center, and various densities of residential land uses all could be developed on the site, consistent with the proposed Planned Unit Development (PUD) Guidelines and Schematic Plan. Prior to development, a Special Permit must be approved by the City Planning Commission during a public hearing which will be subject to further environmental review.



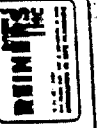
PROPOSED GENERAL PLAN



EXISTING GENERAL PLAN

LAND USE	EXIST. GENERAL PLAN		PROPOSED GENERAL PLAN		DIFFERENCE	
	AREA	UNITS	AREA	UNITS	AREA	UNITS
LD	11.0	8.0	11.0	8.0	0.0	0.0
MD	11.0	8.0	11.0	8.0	0.0	0.0
CHCO	4.9	3.0	4.9	3.0	0.0	0.0
MC/W	19.5	11.5	19.5	11.5	0.0	0.0
POPR	4.9	3.0	4.9	3.0	0.0	0.0
PROB	24.3	14.5	24.3	14.5	0.0	0.0
	311.0 AC	188	311.0 AC	188	0.0	0.0

NOTE: ALL AREAS ARE NET



GENERAL PLAN EXHIBIT
WESTBOROUGH
CITY OF SACRAMENTO

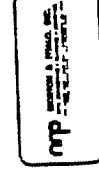


Figure 8

ENVIRONMENTAL EFFECTS

1. EARTH

The following discussion is derived from the 1986 North Natomas Community Plan Environmental Impact Report (86 NNCP EIR), the Supplement to the 1986 NNCP EIR for the 1994 North Natomas Community Plan (NNCP SEIR) and the Preliminary Geotechnical Engineering Report for Westborough by Wallace-Kuhl & Assoc. (April 29, 1999).

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 extends 400 miles from the Klamath Mountains in the north to the Tehachapi Mountains in the south. Sacramento River and its tributaries drain the Sacramento Valley, 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 causing large amounts of coarse, unweathered sediments to be deposited downstream. The surface soils in the North Natomas study area have developed on alluvial deposits. These occur 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 is dependent upon the amount and type of clay that is present in any specific area (NNCP DEIR, K-4). The project area includes the Cosumnes Series soil type (NNCP DEIR, Exhibit K-3).

The approximately 331-acre, irregularly-shaped project site is located on the west side of the Interstate 5 (I-5)/ Highway 99 split, between I-5 on the north and Del Paso Road on the south, in the City of Sacramento, California. The property is presently bounded to the east by El Centro Road; to the south by a Del Paso Road, beyond which is agricultural land; to the north by I-5; and, to the west by agricultural property. The project site is divided in an north-south and east west direction by a drainage canals associated with Highland Canal. The underground utilities have been constructed along the alignment. A northeast/southwest drainage canal is located adjacent to the north of the site. Other than the drainage canals the site is relatively flat. Available maps indicate site elevations vary from roughly +20 to +22 feet relative to mean sea level (msl).

Soil Conditions: Recent hand auger borings in the project area indicate the upper two to four feet to consist predominately of brown and dark brown silty clays and grey, clayey silts interbedded with lenses of silty sands and sandy silts to the maximum depth explored of 25 feet below existing surface grade. The upper 12 to 18 inches of soil is in a relatively loose condition due to previous agricultural usage. Soils at the expected bottom of the lake/detention basin (-1 msl) were somewhat variable, consisting of silty fine sands, silty clays, and sandy to clayey silts.

Borings performed during the earlier site exploration indicate pockets of cleaner, coarser sands may be present at the bottom of the lake.

Due to the relatively shallow and variable ground water conditions at the site, it may be anticipated that excavations for the proposed lake/detention basin and development of underground utility systems will encounter perched and/or free ground water unless dewatering techniques are utilized. Site excavation for the lake/detention basin will extend greater than approximately four to six feet below existing site grade where ground water may be encountered. Therefore, dewatering will be needed for construction of the deeper subsurface lake/detention basin and utilities. Construction of permanent subsurface drainage also could be required for the detention ponds, unless a twelve inch thick liner consisting of on-site clay soils is used.

Seasonal Water: During and following the rainy season the surface and near-surface soils will be in a near-saturated condition. Grading operations attempted following the onset of winter rains and prior to prolonged periods of drying will be subject to high soil moisture contents. To reach a moisture content to allow the specified degree of compaction to be achieved, the soils will require considerable aeration or a period of drying.

Site Clearing: Removal of surface organics will depend on the condition and quantity of the organics at the time grading is to begin. The organics should not be used in any fill or lake construction. Discing of the organics may be suitable for residential construction, if the organic concentrations are not too thick. Stripping of the organics likely will be required for commercial, industrial and office developments, with strippings being used only as landscape fill or removed from the site.

Fill Placement: On-site soils are considered suitable for use as engineered fill. The loose condition of the upper soils should not adversely effect residential construction. However, for larger structures, removal and recompaction of the surface soils likely will be required. For residential construction, a reduced minimum relative compaction (e.g. 85 percent) and a moisture content above the optimum moisture content will help reduce the expansive characteristics of the on-site clays. A relatively standard 90 percent dry density compaction should be suitable for larger office, commercial and industrial buildings, combined with a moisture content of at least the optimum moisture.

Lime treatment of the clay soils may be a suitable method of reducing the expansiveness of the clays, and provide an increased support capacity for the soils.

Permanent soil excavation and embankment slopes constructed no steeper than two horizontal to one vertical (2:1) may be treated in place. Steeper slopes would need to be treated and then placed on the slopes to be compacted. To limit revegetation of the slopes around the perimeter of the lake a clay liner or a combination of quicklime and flyash may be used. This will provide a seal between the lake and adjacent ground water.

Foundation Alternatives:

Residential Construction

Lightweight, wood-frame residential structures can be supported on relatively conventional shallow continuous and spread foundations. These must extend minimum of 18 inches below lowest adjacent soil pad grade. The deeper depth is required due to the expansiveness of the on-site soils. Conventional foundations will require reinforcement.

Post-tensioned slabs-on-grade would be an alternate to the above foundations. This foundation system is more expensive than a deepened conventional foundation. However, it does provide a lower risk of future movement due to the expansive soils.

Design Guide for California Cities and Counties", Fourth Edition, January 1987, and applicable portions of Chapter 600 of the California Highway Design Manual, dated July 1, 1990.

Preliminary Asphalt Concrete Paving Sections

Curb to Curb Width (feet)	Traffic Index	Type B Asphalt Concrete (inches)	Class 2 Aggregate Base (inches)	Portland Cement Concrete (inches)
36 or less	<u>4.0</u>	<u>2.5</u> 3.5	<u>8</u> 6	-- --
40 to 44	<u>6.0</u>	<u>3</u> 4 5	<u>14</u> 12 10	-- -- --
64	<u>7.0</u>	<u>3</u> 4 5 --	<u>17</u> 15 13 4	-- -- -- 6
84	<u>9.0</u>	<u>4</u> 6 --	<u>23</u> 19 6	-- -- 7
110	<u>10.0</u>	<u>5</u> 6 --	<u>25</u> 23 6	-- -- 9

Site Drainage: Performance of the building foundations, slab-on-grade floors and pavements is dependent upon proper control of surface water. The ground adjacent to buildings should be sloped away from the foundations at a gradient no less than two percent for a distance of at least 10 feet, where possible. Consideration should be given to connecting all roof gutter downspouts should discharge onto paved surfaces leading away from the buildings or should be connected to solid PVC piping directed to an appropriate drainage point away from the structures. Ponding of surface water should not be allowed adjacent to buildings or pavements.

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.

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 UBC Code) for individual structures proposed for development. The information from this soil investigation is then incorporated into the site-specific engineering and

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. One (1) percent of the City generated traffic emissions in 1986 was produced by traffic originating within the NNCP area. At SGPU buildout (SGPU EIR, Z-16, Z-61) it is expected to generate approximately 10.5 percent. 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 I-5 and Interstate 80 (I-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

<u>Federal</u>	<u>State</u>	<u>PPM</u>
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). In the absence of appropriate and feasible mitigation measures. The City Council found that these emissions are significant environmental effects caused by the cumulative development of North Natomas.

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-21-24). Prior to approval of on-site development, 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)

ROG emissions by a minimum of 50 percent compared to the single occupant vehicle baseline (NNCP SEIR). The Air Quality Mitigation Strategy includes promotion of electric, other zero-emission, and low-emission vehicles. 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 and the 1994 NNCP SEIR, 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 site includes the designation of Employment Center which allows a mixture of uses within the zone: office, light industrial, retail, and residential. The site is also designated for Low, Medium, and High Density Residential, Neighborhood Commercial, and Community Commercial. The project may benefit from future transit improvements as well. An inter-community, major bus corridor is proposed along Del Paso Rd.

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. The NNCP designates both off-street and on-street bikeways within the project site. The Westborough project proposes the development of off-street and on-street bicycle and pedestrian facilities that would provide linkage from residential areas to future commercial and employment uses.

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 will ensure that there is a less-than-significant PM-10 air quality impact.

Proposed Community Entry Gates: As previously described, the proposed project includes the installation of entry gates for the proposed Low Density Residential designated areas. Based on the trip generation rate factors in the Transportation and Circulation Analysis for the Proposed Westborough Project prepared by DKS Associates, approximately 65 to 98 vehicle trips are anticipated to pass through each of the seven entry gates proposed during the p.m. peak hour period. While vehicles may be temporarily idling while waiting for an entry gate to open, vehicle idling would not create a carbon monoxide "hot spot" because of the low traffic volumes and that the vehicles would not be idling for an extended period of time. Typical carbon monoxide "hot spot" problems usually occur at intersections where traffic volumes are substantially higher.

The applicant must comply with these regulations and mitigation measures included in the NNCP EIR and SEIR pertaining to air quality. Therefore, a less-than-significant air quality impact is expected as a result of the proposed project.

NORTH NATOMAS IMPACT:

Future development will be required to conform to the requirements of the 1994 NNCP. 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 (50 percent project-wide) decrease in Reactive Organic Gas (ROG) emissions when measured against the baseline conditions and promote electric, other zero-emission, and low-emission vehicle use. These decreases in trips and emissions, mixture of land uses, transit friendly site design, and construction management practices are expected to reduce the proposed project's

to be properly compacted; also, equipment access most likely will be impeded.

Drainage: Future development on-site would increase the runoff volumes generated by the property. The Westborough Local Drainage Report and Westborough Major Drainage Hydrology and Preliminary Hydraulic Design Study prepared by Morton & Pitalo identified the project drainage area as consisting of 688 acres, which includes adjoining City and County land areas. Project drainage facilities are proposed to consist of a series of storm drain pipeline systems that would drain to the onsite lake and would also handle offsite drainage from the El Centro Road drainage sheds. The pipeline system would have adequate capacity to convey a 10-year storm event. The project site would be graded in such a manner that drainage flows associated with a 100-year storm event would travel overland to the lake. The lake is anticipated to have a 100-year event storage volume of approximately 290.1 acre-feet. House pads located adjacent to the lake would be designed to be 2 feet higher than the 100-year water surface elevation of the lake. Excess water from the lake would eventually be discharged to the West Drain Canal utilizing a 54-inch pipeline placed adjacent to the Highland Canal. The 54-inch pipeline would extend west offsite within an existing canal to the West Drain Canal. Based on field review of the potential environmental impacts of placing the pipeline within the offsite canal, no significant environmental impacts are anticipated.

The Westborough Major Drainage Hydrology and Preliminary Hydraulic Design Study identifies that the proposed drainage facilities are sufficient to reduce the 100-year peak runoff into the West Drain Canal to 0.1 cubic feet per second per acre, consistent with SAFCA Hydrology Standards.

NORTH NATOMAS IMPACT:

The proposed project is expected to have a less-than-significant water impact.

MITIGATION:

Mitigation Measure #2:

A Drainage Agreement coordinating the provision of storm water drainage with all the property owners must be executed prior to recordation of the Master Parcel Map. The final storm water 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 #3:

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;

habitat was present onsite for the western pond turtle, Cooper's hawk, and tri-colored blackbird, while the Sacramento splittail is not expected to occur on the site since this species is normally associated with natural drainages that contain flooded vegetation.

However, the project site was found to contain suitable habitat for giant garter snake, northern harrier, Swainson's hawk, and borrowing owl. Specific impacts to each of these is further described below.

Giant Garter Snake (*Thamnophis gigas*): Onsite drainage canals and adjacent upland areas are known to provide habitat for the giant garter snake. Development of the project site would result in the removal of approximately 7,000 linear feet of drainage canal, which would result in a habitat loss. The giant garter snake is included in the Natomas Basin Habitat Conservation Plan (HCP) and the project applicant will be required to participate in mitigation set forth in the Plan in order to reduce the potential impact to giant garter snake to less than significant.

Northern Harrier (*Circus cyaneus*): The project site provides foraging and nesting habitat for the northern harrier and was observed on the project site. Development of the site would result in the loss of such habitat. While the northern harrier is not covered under the HCP, it is protected under the California Fish and Game Code and the Migratory Bird Treaty Act. Mitigation of this impact would consist of avoidance of nests until juveniles in the nests have fledged in order to reduce the potential impact to northern harrier to less than significant.

Swainson's Hawk (*Buteo swainsoni*): The project site provides foraging habitat for the Swainson's hawk and was observed on the project site. Implementation of the project would result in the loss of approximately 300 acres of foraging habitat that is adjacent to established nests on the south side of Del Paso Road and just north of the intersection of Interstate 5 and State Route 99. The Swainson's hawk is included in the Natomas Basin Habitat Conservation Plan (HCP) and the project applicant will be required to participate in mitigation set forth in the Plan in order to reduce the potential impact to Swainson's hawk to less than significant.

Western Burrowing Owl (*Althene cucicularia hypugea*): The project site provides foraging and nesting habitat for burrowing owls. Development of the site would result in the loss of such habitat. Burrowing owl is included in the Natomas Basin Habitat Conservation Plan (HCP) and the project applicant will be required to participate in mitigation set forth in the Plan in order to reduce the potential impact to burrowing owl to less than significant.

In addition to the review of the project site for biological resources, a field review was performed for the proposed alignment of the 54-inch pipeline to be placed adjacent to the Highland Canal that would be utilized to drain the lake. The 54-inch pipeline would extend approximately 1000 feet west of the property boundary from the City boundary into Sacramento County within an existing canal to the West Drain Canal. The portion of the canal within the County is outside of the jurisdiction of the City's HCP. Based on field review of the potential environmental impacts of placing the pipeline within the offsite canal, no significant environmental impacts are anticipated. However, as described below, jurisdictional wetlands may be impacted.

Jurisdictional Wetlands

The U.S. Army Corps of Engineers (COE) and the U.S. Environmental Protection Agency (EPA) regulate the placement of dredged or fill material into wetlands or other "Waters of the U.S." 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).

impacts and identify ways to avoid, reduce, or mitigate environmental damage. Loss of wetlands is considered a significant environmental effect based on federal, state, and local policies of "no net loss of wetlands". Project proponents either must preserve wetlands to avoid causing a significant impact or must compensate for the loss of wetland acreage and habitat functions to mitigate the impact, if it is determined that wetlands exist on the project site.

Wetland Mitigation Discussion: If the canals onsite are designated as jurisdictional, mitigation of the loss of these areas will need to occur as part of the project's permitting requirements under Section 404 of the Clean Water Act.

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 COE and/or the NRCS shall review the EIP Associates April 9, 1999 study's findings and identify the amount of acreage which qualify as jurisdictional waters of the United States and what, if any, permits will be required, prior to the recordation of the Final Master Parcel Map.

The Environmental Protection Agency Section 404(b)(1) Guidelines and the Memorandum of Agreement between the Corps and the Environmental Protection Agency require that projects should avoid or minimize negative effects on wetlands. According to the Memorandum of Agreement, the proper sequence of mitigation procedures is to:

- Avoid adverse effects on wetlands.
- Minimize effects on wetlands to the extent practicable by modifying the project.
- Compensate for unavoidable adverse impacts by restoration or creation of wetlands.

If avoidance or project modification is not possible, compensation for loss of wetlands could be accomplished via two general mechanisms:

- purchase of wetland mitigation credits; or
- implementation of a mitigation plan approved by the CEQA lead agency.

Compensation could occur through the purchase of mitigation credits at a qualified wetland mitigation bank. It should be noted that mitigation for wetland impacts is not provided by the Natomas Basin Habitat Conservation Plan, except for mitigation specifically related to species occurring in vernal pools.

Although the regulatory agencies may accept mitigation credits as adequate compensation, this option may not always satisfy local public concerns. If mitigation credits are only available at a site that is far away from the local area, then local public concerns may influence the lead agency to require local mitigation measures. An example of local wetland mitigation is for the lead agency to make additional local wetland habitat enhancement a condition of project approval.

Compensatory habitat could be established at a mitigation site in the project vicinity. This could be a more complicated process and possibly more costly than purchasing mitigation credits. Mitigation could be carried out as follows:

- Prepare a conceptual mitigation plan that discusses mitigation goals, establishes success criteria, and details the procedures by which the mitigation would be carried out, including implementation, monitoring, and maintenance. The plan would need to be approved by

- Retain a qualified biologist to conduct a survey of the project site, no sooner than 2 weeks prior to construction. Should the survey find that there are active northern harrier nests in the vegetation to be removed, the applicant shall avoid construction activities within 100 yards of the active nest(s). A qualified biologist shall be retained during the construction phase to monitor construction activities around the active nest(s) to ensure that such activities are not leading to nest abandonment. If it appears as if construction activities are leading to abandonment behavior, construction shall temporarily cease until the biologist determines the suspected cause of the nest abandonment behavior. Additional mitigation may include an increased setback from the nest. Construction within the 100-yard setback shall not resume until a qualified biologist has determined that the juveniles in the nest(s) have fledged, and/or until appropriate consultation with California Department of Fish and Game and/or U.S. Fish and Wildlife Service has occurred.

Mitigation Measure #6:

Prior to the recordation of the Final Master Parcel Map, and/or any phases thereof, the applicant shall work with the U.S. Army Corps of Engineers and/or the Natural Resources Conservation Service office to review the EIP Associates April 9, 1999 study's findings, and verify the amount of acreage on-site which qualify as jurisdictional waters (seasonal wetlands) of the United States and what, if any, permits will be required.

The Final Master Parcel Map, and/or any phases thereof, shall include the delineation of all identified jurisdictional waters of the United States, including seasonal wetlands, as verified by the U.S. Army Corps of Engineers and/or the Natural Resource Conservation Service.

Loss of jurisdictional waters and wetland areas shall be compensated pursuant consultations with the U.S. Army Corps of Engineers associated with required permitting under Section 404 of the Clean Water Act. Evidence of wetland mitigation shall be provided to the City.

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 either McClellan Air Force Base or Sacramento International Airport; 2) noise from nearby Interstate-5 and other major streets; 3) noise from adjacent land uses.

The project site is located in close proximity to the Sacramento International Airport. As shown in Exhibits 4.6-2 and 4.6-2 of the 1994 NNCP EIR, the project site is outside of the existing and future 60 CNEL noise contours for the airport. Thus, the project would not be exposed to excessive noise levels associated with operation of Sacramento International Airport. The project is also outside of noise contours associated with McClellan Air Force Base.

In addition to aircraft noise, the project site may be exposed to excessive traffic noise levels. The City of

7. LIGHT AND GLARE

The area surrounding the site is relatively flat and is being converted from agricultural to urban uses. Because no buildings are proposed with this application, 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 application. Before any building 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 will be analyzed.

NORTH NATOMAS IMPACT:

The proposed project is anticipated to create a less-than-significant light and glare impact. Proposed future development will be analyzed for light and glare impacts prior to Special Permit approval.

SOUTH NATOMAS IMPACT:

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

8. LAND USE

The proposed project includes amendments to the Sacramento General Plan Update to designate the site as Community/Neighborhood Commercial & Office; Low Density Residential; Medium Density Residential; Mixed Use; Heavy Commercial or Warehouse; Parks, Recreation and Open Space; and Public/Quasi Public. The proposed project includes amendments to the 1994 North Natomas Community Plan (NNCP) to designate the site Neighborhood Commercial; Highway Commercial; Detention Basin; Employment Center-50; Elementary School; Institutional; Civic Uses; Light Industrial; Parks; Open Space; Low Density, Medium Density, and High Density residential.

Proposed Uses: The applicant is requesting a rezone from 267.3 acres Agriculture and 63.9 acres Manufacturing/Research & Development to 127.4 acres R-1-PUD; to 58.2 acres R-1-A PUD; to 29.5 acres R-2-A-PUD; to 12.7 acres R-3-PUD; to 8 acres C-2- PUD; to 12.6 acres M-1-S; to 7.8 acres EC-50; to 64.7 acres A-OS. The applicant is also requesting the establishment of a PUD Designation with Development Guidelines and a Schematic Plan; a Master Tentative Parcel Map to subdivide to divide six parcels into 30 parcels; a Tentative Subdivision Map to create 1,248 parcels; a Development Agreement; Subdivision Modifications to allow for private streets with gated entrances, islands within the public right-of-way, and modified street section; and a Special Permit to allow gated residential development in six tracts.

The applicant is proposing to subdivide six existing parcels into thirty lots consisting of six lots ranging from 18.0± to 36.7± acres per lot for Low Density residential use; two lots of 13.6± and 13.9± gross acres for Medium Density residential use; two lots of 7.8± and 8.7± acres for High Density use; two lots of 6.6± and 1.2± acres for Employment Center-50 Employees (EC-50); two lots of 4.6± acres and 6.6± acres Light Industrial use; two lots of 5.0± gross acres and 5.3 gross acres for Institutional use; one lot of 8.01± acres for Neighborhood Commercial; one 10.0± gross acres for an elementary school site; three park sites of 2.0± gross acres, 10.4± gross acres, and 2.0± gross acres respectively; one lot of 3.7± gross acres for a private recreation center; three lots of 0.4± gross acres 0.5± gross acres and 0.1± gross acres Open Space; two lots of 20.8± gross acres and 1.0± gross acres to constitute a Lake/Detention

10. RISK OF UPSET

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 Official and Fire Department per the requirements of Assembly Bill No. 3205. This survey will 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 Planning and Development Department). An overview of the regulatory provisions in place that could apply to development where hazardous materials are used follows. Please see Human Health- Section 17 for an overview of the Phase I Toxics Study for this project.

Hazardous Substance Storage and Use: The design of hazardous chemical storage facilities are regulated by Chapter 9 of the Uniform Building Code (as adopted by the City of Sacramento). Chapter 9 regulations are direct appropriate building design to assure adequate containment measures are included in building construction. Chapter 9 also contains regulatory provisions for mechanical features such as building ventilation.

Article 79 of the Uniform Fire Code (UFC) (as adopted by the City of Sacramento) regulates the storage and use of flammable and combustible liquids, and provides regulatory provisions for service stations (underground tanks as well as above ground dispensers). In addition to Article 79 of the UFC, Article 80 of the UFC regulates drainage, spill control, and containment of hazardous materials for industries. The applicants will also be required to obtain permits per requirements in Article 4, Section 4.108 of the UFC for any proposed fueling stations and storage of hazardous materials on project site. Any proposed fueling station will also be regulated by City Ordinance 88-012 and County Code No. 0716, which regulate the underground storage of hazardous substances.

The businesses associated with the site that may utilize hazardous substances, will also be required to submit a Business Plan to the City of Sacramento's Fire Department. Assembly Bills No. 2185 and 2187 require Business Plans relating to the handling and release, or threatened release of hazardous materials. The contents of the plan will include, but are not limited to, the following items for every hazardous substance used: 1) material safety data sheet, 2) EPA waste stream code, 3) maximum amount used over the course of a year, 4) information on how and where the chemicals are handled, 5) Emergency Response Plan and Procedures, 6) Employee Training Program, and 7) Site and Facility Maps (City of Sacramento Business Plan Requirements).

In addition to the Business Plan, Assembly Bill No. 3205 requires businesses to submit a Risk Management and Prevention Program (RMMP) to the City for those hazardous substances and associated quantities included in Table 1 of the Risk Management and Prevention Program developed by the State of California (Nov. 1989). The RMMP, developed by a certified engineer, specifies how the facility will handle hazardous substances, as well as other technical toxic information (pers. comm. Bill McNairnie, Sacramento Fire Department).

In addition to other regulations, any proposed wash facilities on the site will be required to follow the regulations in the Uniform Plumbing Code - 1991 Edition (as adopted by the City of Sacramento). Chapter 7, Section 7.10 identifies requirements for the development of wash water filtering systems.

NORTH NATOMAS IMPACT:

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

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 North Natomas Housing Trust Fund to alleviate expected housing impacts.

SOUTH NATOMAS IMPACT:

Please see discussion under North Natomas Impact.

13. TRANSPORTATION AND CIRCULATION

As previously described, the proposed project would involve several modifications to the existing land use designations under the City's General Plan and the NNCP (See Project Description). With the revised land use, trip generation is substantially reduced. Therefore, if the mitigation measures included in the May 24, 1999 traffic report were to be implemented, they would adequately accommodate the revised project traffic with additional capacity.

The following Transportation and Circulation discussion with mitigation measures is derived from the Transportation and Circulation Study for Westborough prepared by DKS Associates (May 24, 1999). It discusses existing and future transportation and circulation conditions associated with the proposed project. The analysis includes consideration of automobile traffic impacts on roadway capacity.

EXISTING CONDITIONS

ROADWAY SYSTEM - REGIONAL ACCESS: Regional automobile access to the site is provided primarily by the freeway system. Interstate 5 (I-5) is a north-south facility which is located immediately east of the site. Access to I-5 is via an interchange at Del Paso Road. To the south, I-5 provides access to Interstate 80 (I-80), Downtown Sacramento, southern portions of the City and County, as well as other central valley communities. To the north, I-5 provides access to State Route 99 (SR 99), Sacramento International Airport, the City of Woodland, and other central valley communities.

I-80 is an east-west freeway south of the site. Access to I-80 is via an interchange at West El Camino Avenue. To the west, I-80 provides access to West Sacramento, the City of Davis, and the San Francisco Bay Area. To the east, I-80 provides access to I-5, northern portions of the City and County, and extends to Placer County and the state of Nevada.

SR 99 is a north-south state highway which has an interchange with I-5 north of the site. SR 99 provides access to northern portions of Sacramento County, western Placer County, State Route 70, Yuba City, Marysville, and other central valley communities.

- Del Paso Road - El Centro Road to I-5
- Del Paso Road - I-5 to Commerce Way
- El Centro Road - Bayou Way to Del Paso Road
- El Centro Road - Del Paso Road to San Juan Road
- El Centro Road - San Juan Road to West El Camino Avenue

Existing intersection geometry for these key intersection is shown on Figure 13-1.

TRAFFIC CONDITIONS

Existing Traffic Volumes: Traffic volume data was assembled for the a.m. and p.m. peak hours for each of the key intersections. Peak period traffic counts assembled from recent traffic counts conducted by the City of Sacramento. Figures 13-2 and 13-3 illustrate the a.m. and p.m. peak hour intersection traffic volumes, respectively. Daily traffic volume data for the key roadway segments was assembled from available, recent counts conducted by the City of Sacramento and Sacramento County. Table 13-1 illustrates the existing daily traffic volumes.

Roadway Name	Segment		Existing Volume
	From	To	
Del Paso Road	West Drainage Canal	El Centro Road	2,940
	El Centro Road I-5	I-5 Commerce Way	1,890 9,420
El Centro Road	Bayou Way	Del Paso Road	150
	Del Paso Road	San Juan Road	1,840
	San Juan Road	W. El Camino Avenue	2,630

Level of Service Definitions: Determination of roadway operating conditions is based upon comparison of known or projected traffic volumes during peak hours to roadway capacity. Roadway operating conditions are described by "levels of service." Level of service is a qualitative measure of the effect of a number of factors, including speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs. Levels of service are designated "A" through "F" from best to worst, which cover the entire range of traffic operations that might occur. Level of Service (LOS) "A" through "E" generally represent traffic volumes at less than roadway capacity, while LOS "F" represents over capacity and/or forced flow conditions. Table 13-2 presents level of service definitions.

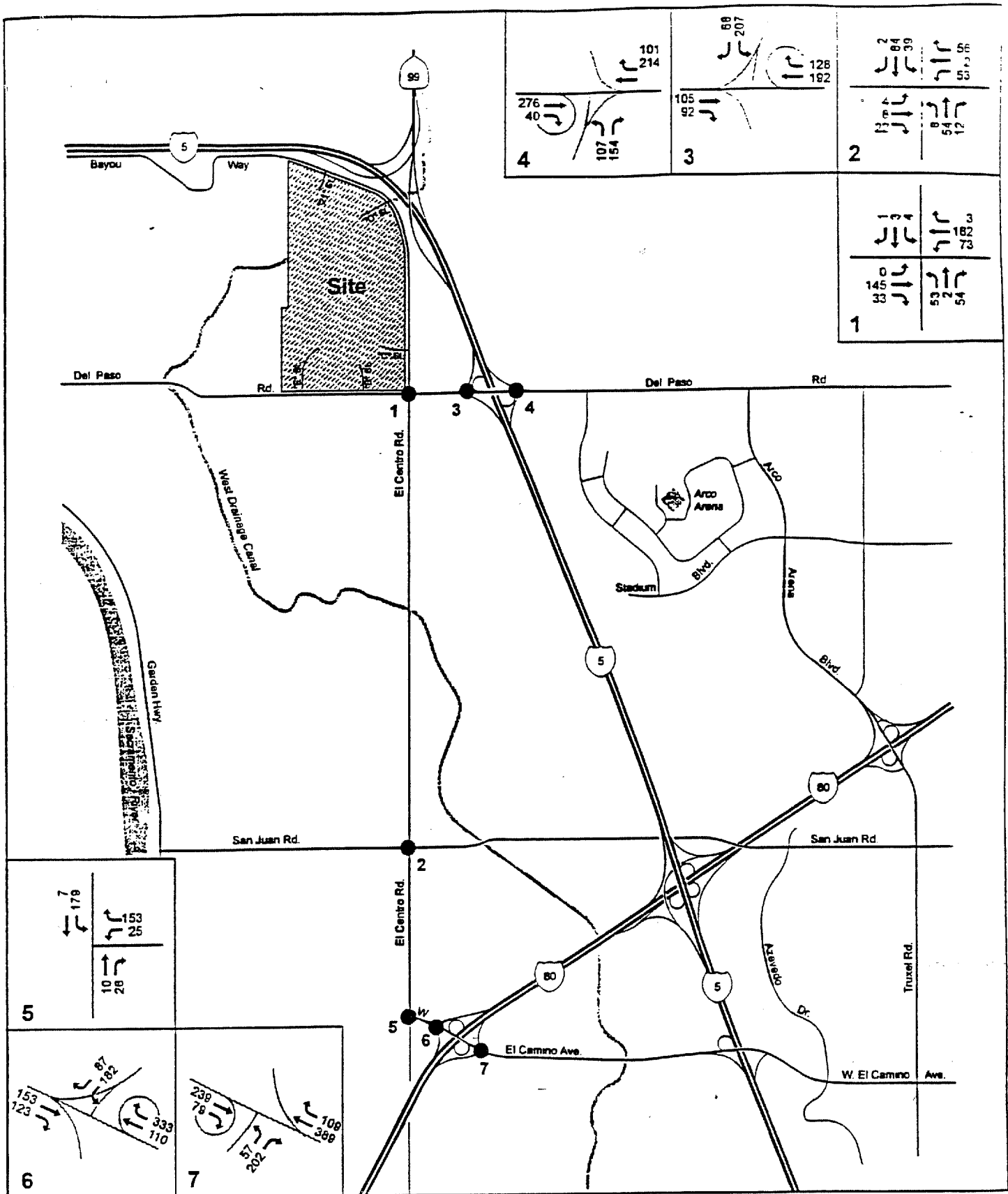


Figure 13-2
Existing AM Peak Hour Traffic Volumes

EXISTING PLUS PROJECT TRAFFIC VOLUMES

Utilizing the trip generation and distribution projections, traffic volumes associated with the Project were added to existing traffic volumes to provide the basis for analysis. Figures 13-5 and 13-6 illustrate the existing plus project traffic volumes during the a.m. and p.m. peak hours, respectively. Table 13-11 summarizes the existing plus project daily traffic volumes. The existing plus project traffic volumes are based upon the existing roadway system.

Roadway Name	Segment		Without Project	With Project
	From	To		
Del Paso Road	West Drainage Canal	El Centro Road	2,940	9,180
	El Centro Road	I-5	1,890	20,660
	I-5	Commerce Way	9,420	11,600
El Centro Road	Bayou Road	Del Paso Road	150	15,090
	Del Paso Road	San Juan Road	1,840	4,240
	San Juan Road	W. El Camino Ave.	2,630	3,720

Table 13-12 summarizes the land use on the project site under the current Community Plan, and as proposed by the project.

Use	Existing Community Plan				Project			
	A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit
Light Industrial	403	84	95	361	115	24	27	103
Employment Center 50	346	47	62	306	133	18	27	132
Employment Center 65	192	26	36	176	-	-	-	-
Residential, LD	107	322	338	190	141	423	443	249
Residential, MD	65	195	224	126	40	119	136	77
Residential, HD	43	224	214	-106	20	103	100	49
Elementary School	103	71	72	84	103	71	72	84
Institutional (Medical/Dental Office)	88	22	38	102	301	75	129	350
Commercial (NC, HC, CC)	139	46	174	263	95	61	293	318
Total	1,486	1,037	1,253	1,714	948	894	1,227	1,362

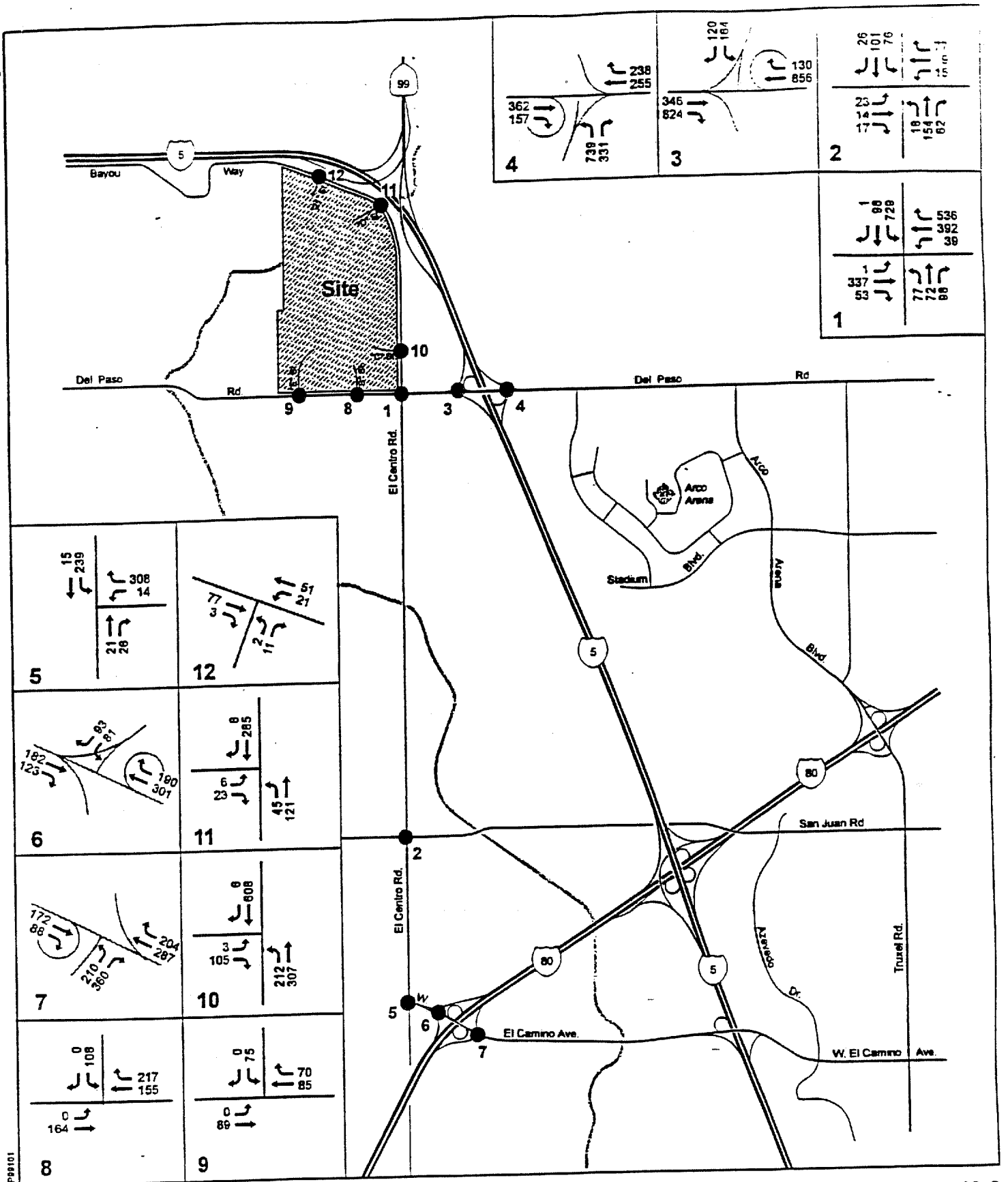


Figure 13-6
Existing Plus Project
PM Peak Hour Traffic Volumes

Signalized Intersection Analysis: Although none of the key intersections are currently signalized, signalization is planned in the North Natomas area as development occurs. Signalized intersection analyses were conducted using a methodology outlined in the Transportation Research Board's Special Report 209, *Highway Capacity Manual*, 1994. The methodology utilized is known as "operational analysis." This procedure calculates an average stopped delay per vehicle at a signalized intersection, and assigns a level of service designation based upon the delay. The method also provides a calculation of the volume-to-capacity (v/c) ratio of the critical movements at the intersection. Table 13-4 presents the level of service criteria for signalized intersections.

LEVEL OF SERVICE (LOS)	TOTAL DELAY PER VEHICLE (seconds)
A	< 5
B	> 5 and < 10
C	> 10 and < 20
D	> 20 and < 30
E	> 30 and < 45
F	> 45

Source: Highway Capacity Manual, Transportation Research Board, Special Report No. 209, Washington, D.C., 1994.

Daily Segment Analysis: Level of service analyses were conducted for roadway segments in the study area based upon daily traffic volumes, number of traffic lanes between intersections, and roadway characteristics. In this methodology, the major arterial network is divided into three "capacity class" categories for level of service determination, as shown in Table 13-5. The capacity class categories are based upon the nature of traffic flow along the facility, including number of interruptions due to intersection control and "side-friction" due to driveways and local streets. For each capacity class, relationships were developed between daily traffic volumes and roadway level of service. Table 13-5 summarizes the maximum daily traffic volumes for each capacity class / level of service combination. The segment-based level of service represents peak hour conditions, although it is calculated based upon daily traffic volumes and capacity estimates.

Existing Peak Hour Operating Conditions

The traffic control characteristics of each of the key intersections were observed during field reconnaissance. All of the key intersections are stop sign controlled. Lane configuration information is illustrated in Figure 13-1. Table 13-6 summarizes existing a.m. and p.m. peak hour levels of service at the key intersections. All of the key intersections currently meet the City's LOS "C" goal. For the intersection of El Centro Road and West El Camino Avenue, the relatively high percentage of truck traffic at this location was considered in the analyses.

**TABLE 13-6
EXISTING INTERSECTION OPERATING CONDITIONS**

INTERSECTION	A.M. PEAK HOUR		P.M. PEAK HOUR	
	DELAY (seconds)	LOS	DELAY (seconds)	LOS
Del Paso and El Centro Roads	4.0	A/B ¹	2.6	A/A ¹
San Juan and El Centro Roads	2.0	A ²	2.3	A ²
El Centro Road and W. El Camino Avenue	0.6	A/B ¹	0.6	A/B ¹
Del Paso Road and I-5 Northbound Ramps	1.7	A/B ¹	1.0	A/B ¹
Del Paso Road and I-5 Southbound Ramps	3.3	A/B ¹	2.7	A/B ¹
W. El Camino Ave. and I-80 Westbound Ramps	2.8	A/B ¹	1.6	A/B ¹
W. El Camino Ave. and I-80 Eastbound Ramps	1.7	A/B ¹	3.3	A/B ¹

1. Intersection Average / Worst Movement
2. Intersection Average for four-way stop intersection

EXISTING PLUS PROJECT CONDITIONS

PROJECT TRIP GENERATION

Table 13-8 summarizes the components of the project. This information was utilized to estimate the amount of peak hour and daily traffic associated with the project. Trip generation is based upon data contained in the Institute of Transportation Engineers' (ITE) Trip Generation, Fifth Edition, and the February 1995 Update to the Fifth Edition. No trip reduction due to transit and / or transportation demand management measures was assumed, providing a conservative analysis.

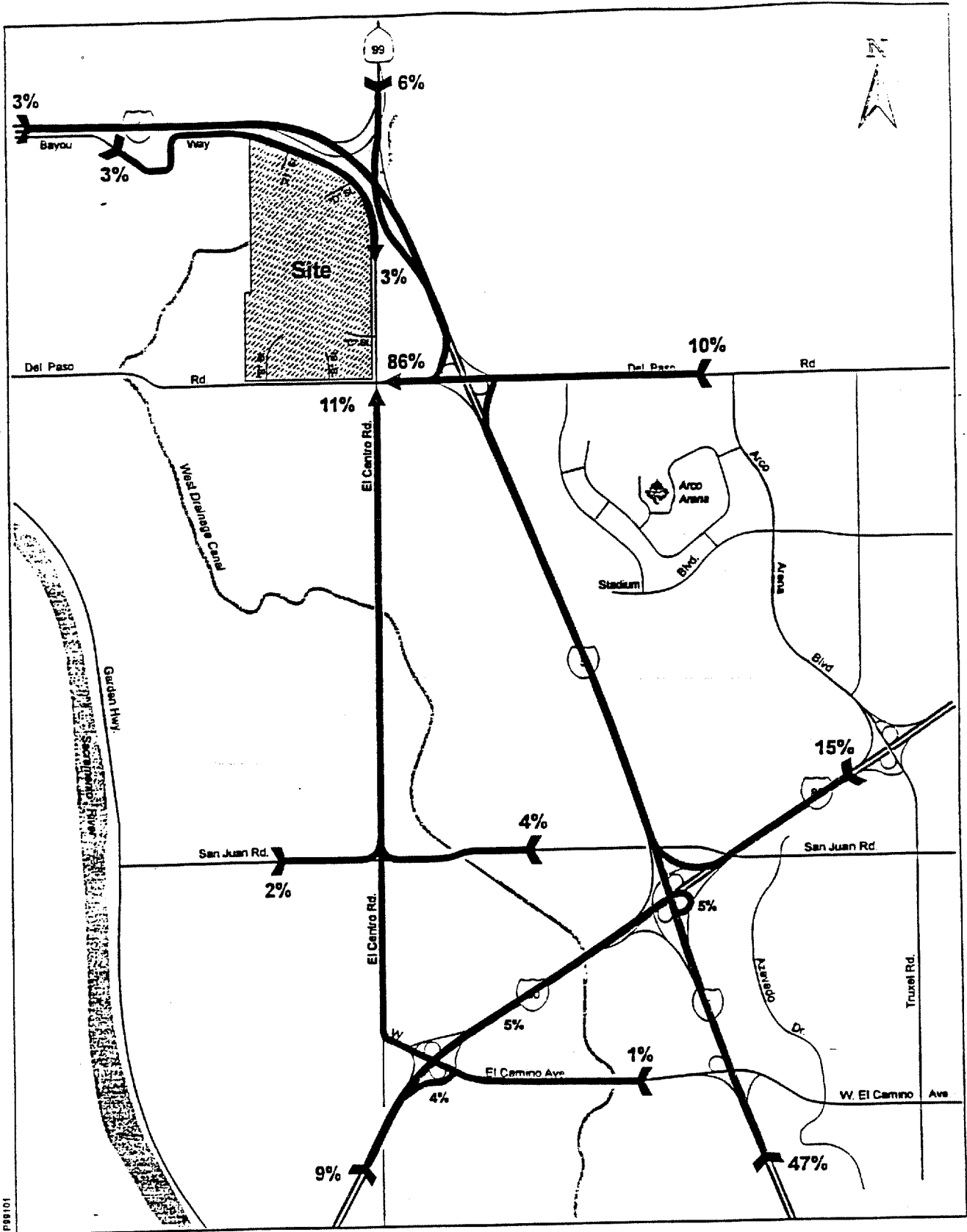
**TABLE 13-7
EXISTING ROADWAY SEGMENT DAILY OPERATING CONDITIONS**

Roadway Name	Segment		Existing		
	From	To	Volume	V/C	LOS
Del Paso Road	West Drainage Canal	El Centro Road	2,940	0.16 ¹	A
	El Centro Road I-5	I-5	1,890	0.11 ¹	A
		Commerce Way	9,420	0.17 ²	A
El Centro Road	Bayou Way	Del Paso Road	150	0.01 ¹	A
	Del Paso Road San Juan Road	San Juan Road	1,840	0.10 ¹	A
		W. El Camino Ave.	2,630	0.15 ¹	A

1. Based on a 2-lane arterial facility with moderate access control.
2. Based on a 6-lane arterial facility with moderate access control.

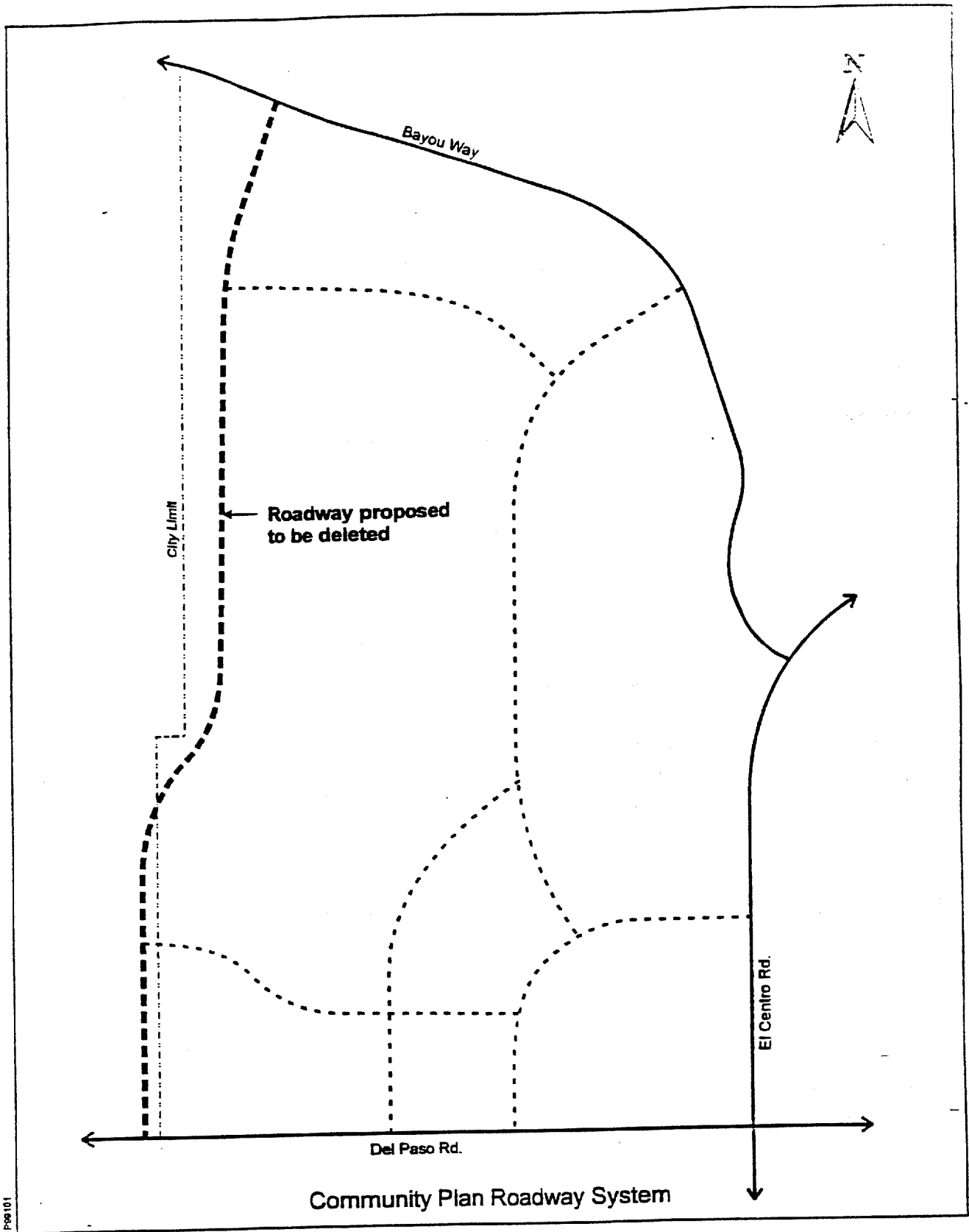
**TABLE 13-8
PROJECT COMPONENTS**

Use	Size
General Office	270 employees
Light Industrial	254 employees
Residential, Single Family, LD	792 dwelling units
Residential, Single Family, MD	214 dwelling units
Residential, HD	241 dwelling units
Elementary School	600 students
Neighborhood Commercial, Retail	96,000 square feet
Institutional (Medical/Dental Office)	154,500 square feet



P99101

Figure 13-4
Project Traffic Distribution



P90101

Figure 13-7
Elimination of Community Plan Roadway

“partially” implemented.

EXISTING PLUS PROJECT

Intersections

Tables 13-13 and 13-14 summarize the peak hour operating conditions for the critical intersections for both existing conditions and the existing plus project scenario. Traffic associated with the project results in significant impacts during the a.m. and p.m. peak hours at four of the five key intersections.

TABLE 13-13 A.M. PEAK HOUR INTERSECTION OPERATING CONDITIONS				
INTERSECTION	WITHOUT PROJECT		WITH PROJECT	
	DELAY (seconds)	LOS	DELAY (seconds)	LOS
El Centro and Del Paso Roads	4.0	A/B ¹	>180	F/F ¹
El Centro and San Juan Roads	2.0	A ²	3.1	A ²
El Centro Road and W. El Camino Avenue	0.6	A/B ¹	0.5	A/B ¹
Del Paso Road and I-5 Northbound Ramps	1.7	A/B ¹	>180	F/F ¹
Del Paso Road and I-5 Southbound Ramps	3.3	A/B ¹	21.2	D/F ¹
W. El Camino Ave and I-80 WB Ramps	2.8	A/B ¹	2.8	A/B ¹
W. El Camino Ave and I-80 EB Ramps	1.7	A/B ¹	2.0	A/C ¹
Del Paso Road and "B" Street	N/A	N/A	3.5	A/C ¹
Del Paso Road and "E" Street	N/A	N/A	1.0	A/B ¹
El Centro Road and "C" Street	N/A	N/A	1.1	A/C ¹
El Centro Road and "D" Street	N/A	N/A	0.5	A/B ¹
Bayou Way and "21" Street	N/A	N/A	0.6	A/A ¹

1. Intersection Average / Worst Movement for two-way stop unsignalized intersections
 2. Intersection Average for four-way stop intersection

Roadway Segments

Table 13-15 summarizes the daily segment capacity analysis for both existing conditions and the existing plus project scenario. Traffic associated with the project results in significant impacts on Del Paso Road from El Centro Road to I-5, and on El Centro Road from "C" Street to Del Paso Road.

TABLE 13-14 P.M. PEAK HOUR INTERSECTION OPERATING CONDITIONS				
INTERSECTION	WITHOUT PROJECT		WITH PROJECT	
	DELAY (seconds)	LOS	DELAY (seconds)	LOS
El Centro and Del Paso Roads	2.6	A/A	>180	F/F ¹
El Centro and San Juan Roads	2.0	A ²	3.0	A ²
El Centro Road and W. El Camino Avenue	0.6	A/B ¹	0.5	A/B ¹
Del Paso Road and I-5 Northbound Ramps	1.0	A/B ¹	>180	F/F ¹
W. El Camino Ave and I-80 WB Ramps	1.6	A/B ¹	1.6	A/B ¹
W. El Camino Ave and I-80 EB Ramps	3.3	A/B ¹	3.8	A/B ¹
Del Paso Road and "B" Street	N/A	N/A	1.3	A/B ¹
Del Paso Road and "E" Street	N/A	N/A	1.3	A/A ¹

Roadway Segment Impacts

Del Paso Road - El Centro Road to I-5

The increase in traffic volumes will change the level of service from "A" to "F". This would be a *significant impact*.

El Centro Road - "C" Street to Del Paso Road

The increase in traffic volumes will change the level of service from "A" to "F". This would be a *significant impact*.

Mitigation Measures

The following improvements have been identified for the impacts associated with the existing plus project scenario:

- o Widen El Centro Road to four lanes from "C" Street to Del Paso Road.
- o Widen Del Paso Road to four lanes from El Centro Road to I-5.
- o Signalize the intersection of Del Paso Road and I-5 Northbound Ramps
- o Signalize the intersection of Del Paso Road and I-5 Southbound Ramps
- o Signalize the intersection of El Centro Road and Del Paso Road.

Tables 13-16 and 13-17 summarize the resultant intersection level of service with the mitigation. All of the intersection impacts would be reduced to *less-than significant*.

INTERSECTION	WITHOUT MITIGATION		WITH MITIGATION	
	DELAY (seconds)	LOS¹	DELAY (seconds)	LOS²
El Centro and Del Paso Roads	>180	F/F	14.9	B
Del Paso Road and I-5 Northbound Ramps	>180	F/F	9.5	B
Del Paso Road and I-5 Southbound Ramps	21.2	D/F	6.4	B
1. Intersection Average / Worst Movement				
2. Intersection Average for signalized intersection				

Table 13-18 summarizes the resultant roadway segment level of service with the mitigation. All of the roadway segment impacts would be reduced to *less-than-significant*.

- Widen Del Paso Road to four lanes - El Centro Road to I-5.
- D. Upon development of 90 percent of the project, the following mitigation measures shall be completed:
- Signalize the Del Paso Road and I-5 Southbound Ramps intersection.
 - Widen El Centro Road to four lanes - C Street to Del Paso Road.

PROPOSED ROADWAY SYSTEM CHANGES

As shown in Figure 13-7, the project would also involve the elimination of a planned Community Plan roadway along the western edge of the project site, which would provide a connection between Bayou Way and Del Paso Road. The potential removal of this roadway was evaluated using the City's North Natomas travel model to forecast year 2025 traffic volumes on the study area roadway network. The traffic analysis indicates that the Community Plan roadway is not a critical element of the circulation system, as changes in traffic volumes are minor. Without the Community Plan roadway, Bayou Way would continue to function adequately as a two-lane facility. Traffic volume changes on other study area roadways are less than one percent, and would therefore not substantially change roadway operating conditions or roadway and intersection requirements.

GATED ENTRIES

As previously described, the project includes the installation of entry gates for the proposed low density residential areas. Based on the Transportation and Circulation Analysis of the Proposed Westborough Project prepared by DKS Associates, p.m. peak hour traffic volumes through the entry gates are anticipated to range from 65 to 98 trips. The design of the entry gate areas includes a driveway area length of approximately 40 feet in order for vehicles to pull off the main roadway while waiting for the gate to open and avoid obstructing the traffic flow on the main roadway. The adequacy of these driveway areas to avoid impacting onsite traffic operations will need to be reviewed by City staff.

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 amends 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 building permit issuance, 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

Mitigation Measure #10:

Prior to approval of the final subdivision maps for the low density residential area, the City Public Works Department shall review the gated entry designs and ensure that adequate driveway lengths are provided to avoid blocking traffic.

SOUTH NATOMAS IMPACT:

The proposed project does not generate additional traffic impacts than those analyzed in the Transportation Evaluation for the North Natomas Community Plan and therefore 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 costs of these services will be funded through the North Natomas Financing Plan. Participation in the North Natomas Financing Plan will be a planning condition of development approval.

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: Future development on-site would increase the runoff volumes generated by the property. The Westborough Local Drainage Report and Westborough Major Drainage Hydrology and Preliminary Hydraulic Design Study prepared by Morton & Pitalo identified the project drainage area as consisting of 688 acres, which includes adjoining City and County land areas. Project drainage facilities are proposed to consist of a series of storm drain pipeline systems that would drain to the onsite lake and would also handle offsite drainage from the El Centro Road drainage sheds. The pipeline system would have adequate capacity to convey a 10-year storm event. The project site would be graded in such a manner that drainage flows associated with a 100-year storm event would travel overland to the lake. The lake is anticipated to have a 100-year event storage volume of approximately 290.1 acre-feet. House pads located adjacent to the lake would be designed to be 2 feet higher than the 100-year water surface elevation of the lake. Excess water from the lake would eventually be discharged to the West Drain Canal utilizing a 54-inch pipeline placed adjacent to the Highland Canal. The 54-inch pipeline would extend west offsite within an existing canal to the West Drain Canal (Figures 16.1 & 16.2). Based on field review of the potential environmental impacts of placing the pipeline within the offsite canal, no significant environmental impacts are anticipated.

The Westborough Major Drainage Hydrology and Preliminary Hydraulic Design Study identifies that the proposed drainage facilities are sufficient to reduce the 100-year peak runoff into the West Drain Canal to 0.1 cubic feet per second per acre, consistent with SAFCA Hydrology Standards.

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 for the NNCP area is provided by the Sacramento Municipal Utilities District (SMUD) and natural gas service is provided by Pacific Gas and Electric (PG&E). Electrical and natural gas distribution facilities are located in the project area and could be extended and/or expanded to serve the site.

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 within the NNCP encourage the use of electric and other low-emission vehicles and promote energy efficient building design. 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 efficient 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 for future entitlement 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.

NORTH NATOMAS IMPACT:

The proposal is not expected to create a significant impact on energy facilities or resources.

SOUTH NATOMAS IMPACT:

The proposed project is expected to create a less-than-significant impact on energy facilities or resources for the South Natomas Community.

17. HUMAN HEALTH

Electrical Service: The project site has existing overhead utility power lines to the south of the property, within street easements. The SMUD pole-mounted power lines are a single set of conductors powered at 69 kVs. The project proponent may underground the facility at their own expense. There may be potential hazards arising from the transmission lines. 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

The Phase I identified no known regional hazardous material impairments to ground water quality in the area of the subject site. Based upon that finding, coupled with the review of regulatory agency databases, and the agricultural history of the property, it is not believed that any additional assessment of the subject property regarding ground water quality is necessary.

One facility, the Natomas School on the south side of Del Paso Road, located within one half-mile of the property, is known to have had subsurface contamination as a result of UST storage and other sources. This contamination was limited soil contamination and no groundwater contamination occurred as a result. No water supply wells are known to occur on the project site. However, if a well is found during construction, it should be properly abandoned prior to onsite development. This procedure requires a well abandonment permit (per each well), issued by the Sacramento County Environmental Management Department, Environmental Health Division.

The Phase I was performed in conformance with the scope and limitations of ASTM Standard Practice E-1527-94 for the subject site. No exceptions or deletions were made for the Standard Practice. The PSA revealed no evidence of Recognized Environmental Conditions in connection with the site.

MITIGATION:

Mitigation Measure #11:

The applicant shall be properly abandon all onsite water supply wells prior to construction activities. This procedure shall entail a well abandonment permit (for each well), issued by the Sacramento County Environmental Management Department, Environmental Health Division.

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 abundance. 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 and 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 related to electrical service and hazardous materials and participation in a Mosquito Abatement Control Program Assessment District, once formed, are expected to reduce the human health impact below a level-of-significance.

20. CULTURAL RESOURCES

Historic and prehistoric resources of the project site and project area were evaluated in the Archaeological Review and Reconnaissance of the 330 Acre Westborough Parcel Study prepared by Far Western Anthropological Research Group. Cultural resources review of the project consisted of records and document search at the North Central Information Center at California State University, Sacramento and a limited field review of the project site.

Based on the above review, no prehistoric or historic sites were identified on the project site. However, the project site is located within Reclamation District 1000 Rural Historic Landscape District (RD 1000 Rural Historic Landscape District) and consists of canal facilities and roadways (Del Paso Road and El Centro Road) that are considered components of RD 1000. In addition, there may be subsurface undiscovered cultural resources on the project site. Below is a further discussion of the significance of RD 1000.

Reclamation District 1000: As previously described, the project site is located within the boundaries of RD 1000 Rural Historic Landscape District is considered a significant resource at the state level for the period of 1911 to 1939. The establishment of RD 1000 as part of the regional reclamation plan resulted in significant social, economic and physical transformation of the Natomas area and the region. RD 1000 resulted in the alteration of flood plain to a distinctly different open rural landscape consisting of levees, canals and roads intersecting to form large blocks of fields. The grid pattern created by canals, roads and fields encompassing 87 square miles, are contributing characteristics of the RD 1000 Rural Historic Landscape District. The RD 1000 was determined to be eligible for the National Register of Historic Places in 1994.

The North Natomas Community Plan, approved 1994, designates a majority of the North Natomas area for urban development. As part of the provision of flood control and drainage improvements, the City of Sacramento developed the North Natomas Comprehensive Drainage Plan, Levee Improvements, Canal Widening and Additional Pumping Capacity project, which included modifications to existing canals, levees, pump stations and other elements of RD 1000. The North Natomas Comprehensive Drainage Plan, Levee Improvements, Canal Widening and Additional Pumping Capacity project EIR identified a significant and unavoidable impact to the RD 1000 Rural Historic Landscape District. On May 20, 1997, the City Council acknowledged and overrode the significant impact to the RD 1000 Rural Historic Landscape District in the CEQA Statement of Findings of Fact and Overriding Considerations (Resolution No. 97-251).

Since certification of the EIR for the North Natomas Comprehensive Drainage Plan, Levee Improvements, Canal Widening and Additional Pumping Capacity project, the Historic American Engineering Record Reclamation District 1000, HAER No. CA-187 was prepared by Peak & Associates at the request of SAFCA. This study also satisfies the requirements of the Historic Properties Treatment Plan for Reclamation District 1000 Rural Historic Landscape (prepared by Dames & Moore for the U.S. Army Corps of Engineers). The HAER thoroughly describes and documents the features and location of the RD 1000 Rural Historic Landscape District through a historic narrative and photographs. The City acknowledged that the future development of land within RD 1000 would significantly alter the historic structures and the broad landscape patterns of the RD 1000 Rural Historic Landscape District. Preparation of the HAER is mitigation for development impacts on the RD 1000 Rural Historic Landscape District. The proposed project causes no additional impact on the Rural Historic Landscape District and no additional mitigation is required.