

P93-143 ◦ KARADSHEH JCPA REZONE

REQUEST: Entitlements to rezone 5.0± vacant acres from Multiple Family (R-2A{R}) to Limited Commercial Review (C-1{R}) at the northeast corner of Bruceville Road and Jacinto Avenue:

- A. Mitigation Monitoring Plan; and
- B. Rezone of 5± vacant acres from Multiple Family (R-2A{R}) to Limited Commercial Review (C-1{R}).

LOCATION: NW Corner of Bruceville Road and Jacinto Avenue
APN: 117-0202-029-0000
Elk Grove Unified School District
Council District 8

APPLICANT:	Holloway Land Company c/o Brian Holloway (#731-4435) 442 Pico Way, Sacramento, CA 95819
OWNER:	Karadsheh Revocable Trust 2460 Fawn Hill Lane, Auburn, CA 95623
APPLICATION FILED:	September 28, 1993
STAFF CONTACT:	Dawn Holm, 264-5851

SUMMARY: The subject site is located within the boundaries of the Jacinto Creek Planning Area (JCPA) of South Sacramento. On June 20, 1995, the City Council adopted the General Plan and Community Plan land use designations and policies for the development of the JCPA. The action taken by the City Council did not include specific rezones of properties within the JCPA, therefore the majority of the zoning within the JCPA is not consistent with the adopted land use designations. The applicant is proposing to rezone 5.0± vacant acres from Multiple Family Residential Review (17 dwelling units per net acre {du/na}) to Limited Commercial Review (C-1{R}), which is consistent with the General Plan designation of Community/Neighborhood Commercial and Office and the South Sacramento Community Plan designation of General Commercial.

RECOMMENDATION: Staff recommends that the Planning Commission recommend approval of the project and forward to the City Council for approval. This site was identified through the JCPA working group process as a good location for neighborhood serving retail/commercial uses. Staff recommends approval of the rezone because the proposed zoning will allow the development of neighborhood serving commercial uses currently needed in the area. The rezone will also bring the subject site into compliance with the General Plan and South Sacramento Community Plan land use designations that were adopted as part of the planning process for the JCPA.

PROJECT INFORMATION:

General Plan Designation:	Community Neighborhood Commercial and Office
South Sacramento Community Plan	
Land Use Designation:	General Commercial
Existing Land Use of Site:	Vacant
Existing Zoning of Site:	Multiple Family Residential Review (R-2A{R})
Proposed Zoning of Site:	Limited Commercial Review (C-1{R})

Surrounding Land Use and Zoning:

North: Vacant; R-2A{R}
 South: Vacant; R-2B{PUD}
 East: Single Family Residential and Residential Care Facility; RE ½
 West: Vacant; R-2B{R}

Property Dimensions:	330' x 660'
Property Area:	5.0± acres
Topography:	Flat
School District:	Elk Grove Unified
Street Improvements/Utilities:	To be provided

BACKGROUND INFORMATION:

On June 20, 1995, the City Council approved the Jacinto Creek Planning Area (JCPA) Land Use Plan and adopted the necessary resolutions amending the General Plan and South Sacramento Community Plan (Resolution 95-349, 95-350, and 95-351). This effort did not include site specific rezones, therefore new developments within the JCPA will require individual rezones.

STAFF EVALUATION: Staff has the following comments:**A. Policy Considerations**

The existing site is currently zoned Multiple Family Review (R-2A{R}) which permits a maximum of 17 du/na. When the JCPA Land Use Plan and policies were adopted the site was designated as Community Neighborhood Commercial and Office in the General Plan and General Commercial in the South Sacramento Community Plan. The proposed zoning is consistent with the adopted General Plan and Community Plan land use designations.

During the JCPA planning process the following policies related to this project were created and adopted as part of the South Sacramento Community Plan text:

- Commercial uses should be neighborhood/community serving and compatible with existing and future residential areas;

- Commercial development should include convenient pedestrian and local street access to residential areas;
- Commercial development should be architecturally compatible with surrounding residential development; and
- Infrastructure should be provided concurrent with new development.

Planning staff has incorporated these policies into conditions that are included on the Rezone Ordinance (Attachment 1 - the actual language of the Ordinance to rezone the property may be modified to provide additional clarity of the intent prior to adoption by the City Council). The rezone is being conditioned with the Plan Review (R) requirement, so that any development of the site will require the review and approval of project development plans by the Planning Commission. The applicant is required to comply with the above policies when development plans are submitted.

This site was identified through the JCPA working group process as a good location for neighborhood serving retail/commercial uses. Staff recommends approval of the rezone because the proposed zoning will allow the development of neighborhood serving commercial uses currently needed in the area. The rezone will also bring the subject site into compliance with the General Plan and South Sacramento Community Plan land use designations that were adopted as part of the planning process for the JCPA.

B. Site Zoning and Development Information

The existing 5.0± vacant acre site is zoned Multiple Family Review (R-2A{R}). The R-2A{R} zoning allows a maximum of 17 du/na. The site is within the boundaries of the Jacinto Creek Planning Area portion of the South Sacramento Community Plan which designates the site for General Commercial. The General Plan also designates the site as Community/Neighborhood Commercial and Office. The applicant's proposal to rezone the site to Limited Commercial Review (C-1R) will bring the existing site into conformance with the land use designations that were adopted on June 20, 1995 by the City Council. There are currently no plans for development of the site at this time. Site development will require Planning Commission approval of a Plan Review. The rezone is being requested at this time in order to be able to market the site as a commercial property.

PROJECT REVIEW PROCESS:

A. Environmental Determination

On June 20, 1996, the Sacramento City Council adopted Resolution 95-349, Certifying the Environmental Impact Report (EIR) for the Jacinto Creek Planning Area Land Use Plan. Potentially significant environmental issues regarding

hydrology, drainage, biological resources, noise, air quality, transportation, and cultural resources were discussed and mitigated in this document. The proposed project was analyzed in this previous environmental document. No new issues or information is known that would trigger additional environmental analysis. Section §15162 of the Guidelines for Implementation of the California Environmental Quality Act (CEQA) Public Resources Code provides that an additional Negative Declaration or EIR need not be prepared unless subsequent changes are proposed in the project, substantial changes occur with respect to the project circumstances, or new information of substantial importance to the project becomes known or available.

The certification of the Jacinto Creek Planning Area (JCPA) EIR included a Mitigation Monitoring Plan that was adopted by the City Council (Attachment 4). A project specific mitigation monitoring plan will be prepared and attached to the City Council report for this rezoning, identifying the specific mitigations that are applicable to the proposed project. As the project involves only a rezoning of the site to Limited Commercial Review (C-1R), additional environmental analysis will be required at the time of application for the required Plan Review (R-Review), which may result in the need for additional mitigation measures.

B. Public/Neighborhood/Business Association Comments

The project application was routed to the North Laguna Creek Neighborhood Association. On June 10, 1996, Planning staff also mailed a letter to the North Laguna Creek Neighborhood Association explaining the status of all of the pending projects within the JCPA and provided a timeline of the anticipated hearing dates for the projects. Planning staff has explained that prior to approval of any development on the subject site the property owner and/or developer will be required to submit and receive approval of a Plan Review (R-review) from the City Planning Commission. The Association understands and supports the rezoning request provided that the Plan Review (R) requirement is added to the zoning and that conditions be placed on the property prohibiting the location of businesses that operate 24 hours, sell alcohol for off-premise consumption and/or operate as a bar (public premise)(See Attachment 5). Staff reviewed these recommendations with the applicant and staff is recommending that these conditions be placed on the zoning for the property.

C. Summary of Agency Comments

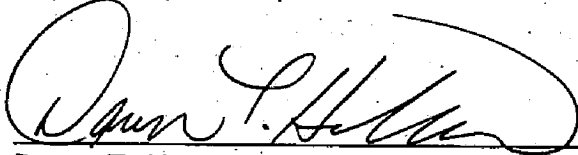
The project has been reviewed by several City Departments. City staff have been meeting on a regular basis since the adoption by the City Council of the JCPA Land Use Plan on the implementation of the policies. Staff has determined that there is a need for Infrastructure, Utilities, Drainage and Finance Plans to be adopted to insure that adequate facilities will be provided to allow for the development of the JCPA. This project has been conditioned to insure that development of the subject site will not occur prior to the adoption of these plans (Attachment 1).

PROJECT APPROVAL PROCESS: The Planning Commission does not have the authority to approve or deny the Mitigation Monitoring Plan or Rezone. The Planning Commission will make a recommendation to the City Council who will take final action on the Mitigation Monitoring Plan and Rezone.

RECOMMENDATION: Staff recommends the Planning Commission take the following action:

- A. Recommend approval of the Mitigation Monitoring Plan and forward to the City Council; and
- B. Recommend approval of the Rezone of 5.0+ vacant acres from Multiple Family Review (R-2A{R}) to Limited Commercial Review (C-1{R}) subject to the conditions listed in the Draft City Council Ordinance (Attachment 1) and forward to the City Council.

Report Prepared By:



Dawn T. Holm, Associate Planner

Report Reviewed By:



Barbara L. Wendt, Senior Planner

Attachments

- | | |
|--------------|---|
| Attachment 1 | Draft City Council Ordinance for the Rezone |
| Exhibit 1a | Rezone Exhibit |
| Attachment 2 | Vicinity Map |
| Attachment 3 | Land Use and Zoning Map |
| Attachment 4 | City Council Resolution and Mitigation Monitoring Plan for the JCPA |
| Attachment 5 | Letter from N. Laguna Creek Neighborhood Association |

DRAFT

ORDINANCE NO.

DRAFT

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF _____

ORDINANCE AMENDING THE DISTRICTS ESTABLISHED BY THE COMPREHENSIVE ZONING ORDINANCE NO. 2550, FOURTH SERIES, AS AMENDED, BY REMOVING 5+ VACANT ACRES OF PROPERTY LOCATED AT THE NORTHEAST CORNER OF BRUCEVILLE ROAD AND JACINTO AVENUE FROM THE MULTIPLE FAMILY REVIEW (R-2A{R}) ZONE AND PLACING THE SAME IN THE LIMITED COMMERCIAL REVIEW (C-1{R}).
(P93-143) (APN: 117-0202-029-0000)

BE IT ENACTED BY THE COUNCIL OF THE CITY OF SACRAMENTO

SECTION 1

The property described in the attached Exhibit which is in the Multiple Family Review (R-2A{R}) zone established by Ordinance No. 2550, Fourth Series, as amended, is hereby removed from said zone and placed in the Limited Commercial Review (C-1{R}) zone.

This action rezoning the property described in the attached exhibit is adopted subject to the following conditions and stipulations:

- a. To insure that future development of the subject site will relate to characteristics of the site and the surrounding area, no building permit or other construction permit shall be issued for any development of the property until there has first been a Plan Review ("R" Review) approved by the Planning Commission subject to the Plan Review procedures of Section 35 of Zoning Ordinance No. 2550, Fourth Series, as amended.
- b. Establishments selling alcoholic beverages for off-premise consumption and businesses that operate between the hours of 11 p.m. and 6 a.m. are prohibited from locating on the subject site.
- c. No entitlements for the development of the subject site, including the Plan Review ("R" Review) shall be approved prior to the following:

FOR CITY CLERK USE ONLY

ORDINANCE NO.: _____

DATE ADOPTED: _____

- (1) The Infrastructure, Utilities, and Drainage Master Plan for the JCPA have been adopted by the Sacramento City Council;
- (2) All financing mechanisms for the implementation of the adopted JCPA Financing Plan have been lawfully established, including but not limited to Mello Roos Community Facilities Districts (CFD;s), assessment districts, fees and related agreements;
- (3) Annexation to both the Sacramento Regional County Sanitation District and County Sanitation District No: 1 of the Sacramento County has been completed by the property owner;
- (4) Annexation to the Citywide Lighting and Landscaping (L&L) District has been completed by the property owner; and
- (5) Any development proposal for the subject site shall be consistent with the Infrastructure, Utilities, Drainage, and Finance Plans to be adopted by the City Council.

SECTION 2

The City Clerk of the City of Sacramento is hereby directed to amend the maps which are a part of said Ordinance no. 2550, Fourth Series, to conform to the provisions of this Ordinance.

DATE PASSED FOR PUBLICATION:

DATE ENACTED:

DATE EFFECTIVE:

MAYOR

ATTEST:

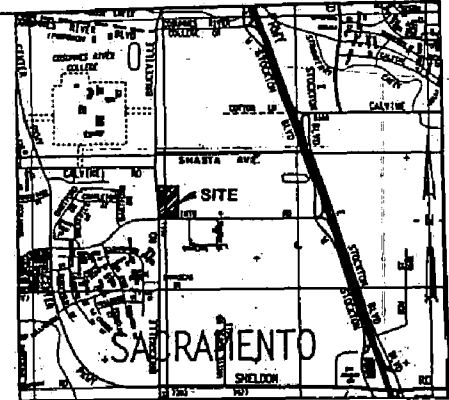
CITY CLERK

FOR CITY CLERK USE ONLY

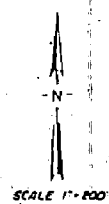
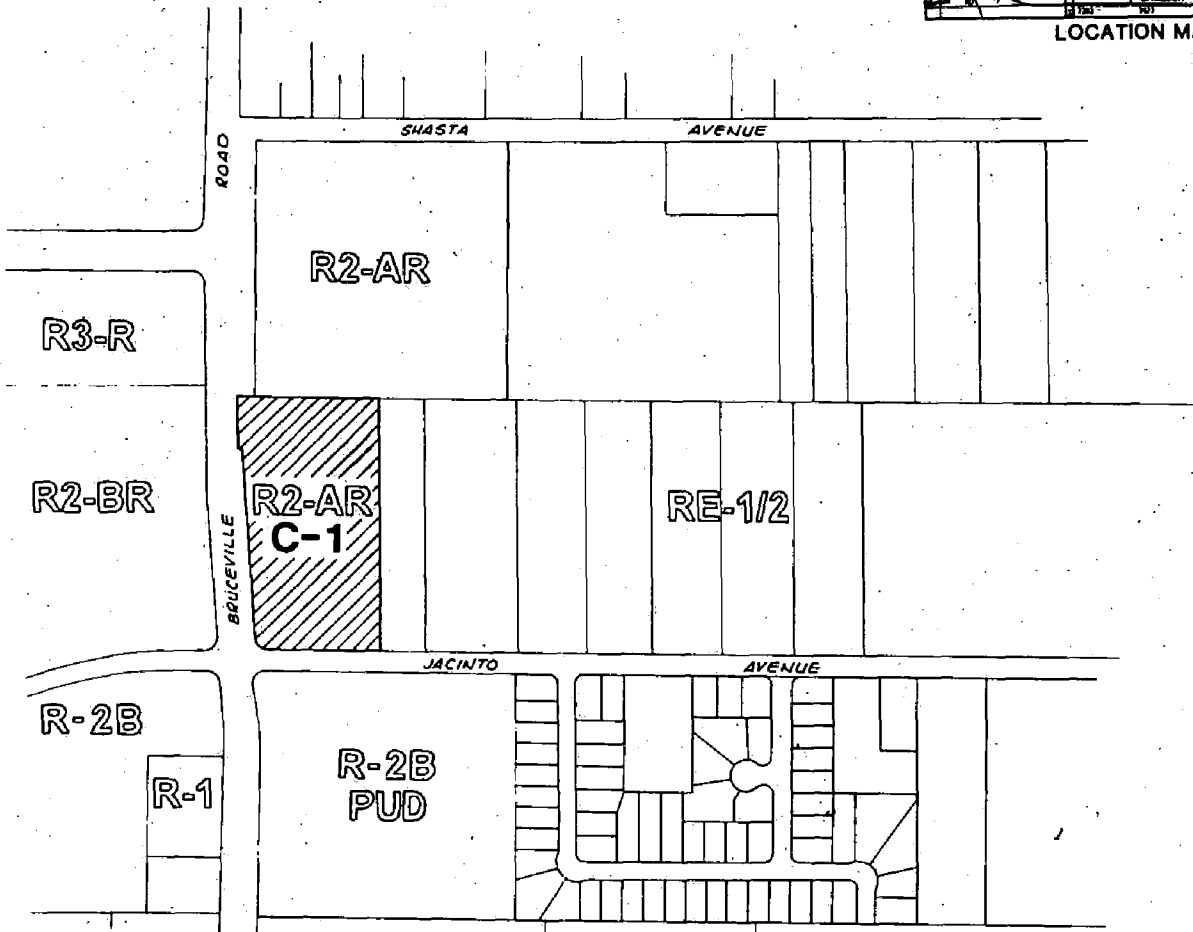
ORDINANCE NO.: _____

DATE ADOPTED: _____


REZONE EXHIBIT
A.P.N. 117-202-29
CITY OF SACRAMENTO, CALIFORNIA
AUGUST, 1993



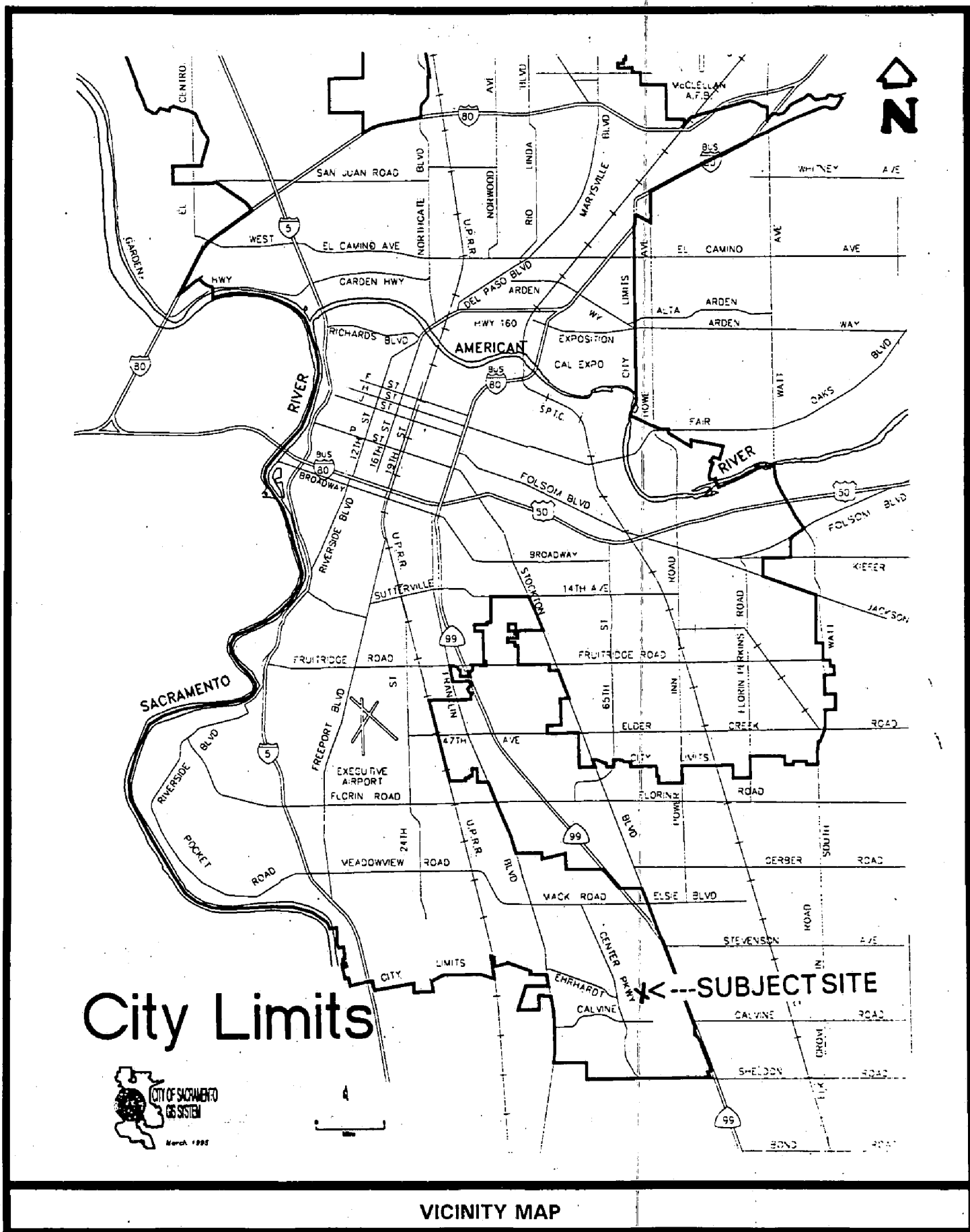
LOCATION MAP



LEGEND

R2-AR	EXISTING ZONING
C-1	PROPOSED ZONING
	AREA TO BE REZONED

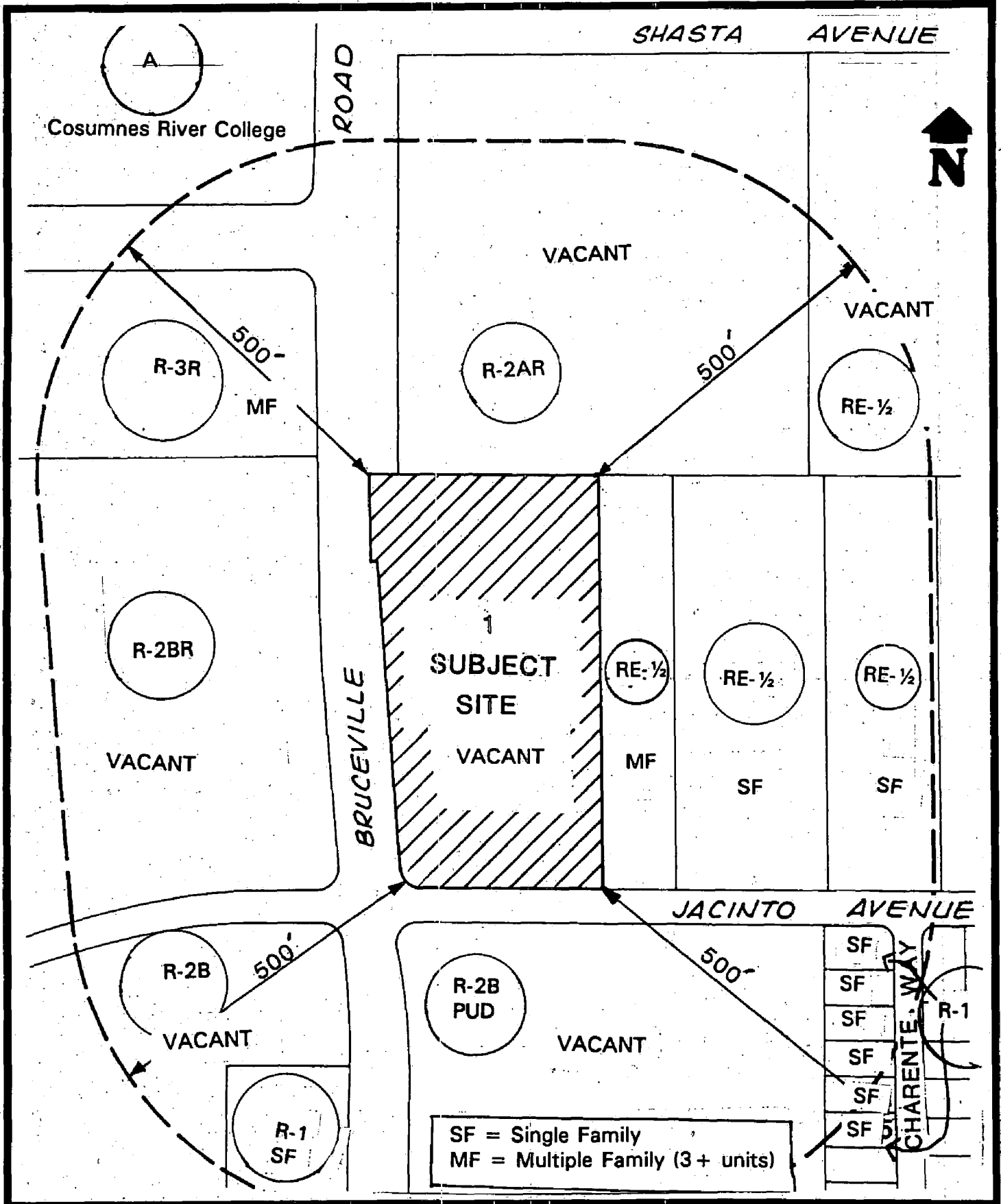
KASL
CONSULTING ENGINEERS, INC.
2100 ...
Sacramento, CA 95811



City Limits



VICINITY MAP



LAND USE AND ZONING MAP

**CITY OF SACRAMENTO
MITIGATION MONITORING PLAN**

This Mitigation Monitoring Plan has been required by and prepared for the Department of Planning and Development, Environmental Services Section, 1231 I Street, Suite 300, Sacramento, CA 95814, (916) 264-7307, pursuant to CEQA Guidelines Section 21081.

SECTION 1: PROJECT IDENTIFICATION

Project Name and/or File Number: Jacinto Creek Planning Area Land Use Plan
EIR (P93-142)

Applicant - Name: CRC Property Owners Group

Address:

Project Location / Project Description:

The project site consists of approximately 418 ± partially developed acres in the vicinity of the Cosumnes River College. The site is roughly bounded by Bruceville Road on the west, Sheldon Road to the south, Highway 99 to the east, and the east-west alignment of Cotton Lane north of Shasta Avenue to the north.

The JCPA Land Use Plan includes the following South Sacramento Community Plan land uses: 202 ± acres of Low Density Residential (4-8 du/na); 53 ± acres of Medium/Low Density Residential (6-12 du/na); 56 ± acres of Medium Density Residential (7-20 du/na); 33 ± acres of Parks and Open Space; 39 ± acres of General Commercial; 3 ± acres of Office and 10 ± acres of Public/Quasi Public. Adoption of the Plan requires a South Sacramento Community Plan Amendment.

SECTION 2: GENERAL INFORMATION

The project as approved includes the mitigation measures adopted as part of the Findings of Fact for this project. The intent of the Plan is to prescribe and enforce a means for property and successfully implementing the mitigation measures as identified within the Environmental Impact Report for this project. Unless otherwise noted, the cost of implementing the mitigation measures as prescribed by this Plan shall be funded by the project applicant unless otherwise noted.

SECTION 3: MITIGATION MONITORING PLAN

This section describes all adopted mitigation measures, identifies the entity responsible for monitoring the implementation of the measures and the procedures for monitoring the mitigation measure. The measures are identified in accordance with their number in the associated Draft and Final EIR to allow easy reference to the impact discussion for which the mitigation measure has been developed.

HYDROLOGY-DRAINAGE**Mitigation 6.2-2 Hydrology-Drainage Facility Capacity Impact (Project Specific)**

Implementation of the proposed project could result in the construction of new impervious surfaces. Currently, the project area consists of approximately 418 acres of partially developed land. The further development of this property could include the construction of impervious surfaces. An increase in impervious surface would result in an increase in the rate and volume of storm water runoff. Although the eastern portion of Jacinto Creek is proposed to be modified to allow the undergrounding of the existing drainage channel, the stormwater increase could exceed the existing downstream drainage system capacity or contribute to local flooding in the Jacinto Creek Drainage Basin.

Entities Responsible for Ensuring Compliance:

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

The City of Sacramento, Department of Utilities

Monitoring Program:

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

Mitigation 6.2-3 Hydrology-Drainage Facility Capacity Impact (Cumulative)

Development of the proposed project, in conjunction with the urban development in the Morrison Creek drainage basin, would increase the amount of impervious surface, increasing the rate and amount of surface water runoff entering the existing drainage system. Increased surface water runoff could exceed existing drainage system capacity and contribute to localized flooding.

Entities Responsible for Ensuring Compliance:

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

The City of Sacramento, Utilities Department

Monitoring Program:

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

Mitigation 6.2-4 Water Quality (Construction Impacts)

The buildout of the proposed JCPA, including the development of the proposed tentative maps identified within the project area, includes the construction of buildings and other structures on the site and the installation of facilities proposed to underground the eastern portion of Jacinto Creek. This construction would involve grading, excavation or other construction-related activities which could cause soil erosion at an accelerated rate during storm events. Although the topography is relatively flat and the erosion hazard is slight, storm water runoff could carry an increased load of sediments which could degrade receiving water quality. Sediment from erosion can have long and short-term effects on water quality in affected streams. Short-term effects include increased turbidity which could result in adverse impacts on fish and wildlife habitat, reduced water pump life due to abrasion, increased municipal/industrial water treatment costs for turbidity removal, and impaired recreation and aesthetic values. Long-term effects include increased flooding hazard due to reduced channel capacity. Other potential sources for water quality degradation during construction activities is the use of heavy machinery and other construction equipment. Construction equipment spills could include heavy metals, oil, grease, and other petroleum hydrocarbons. Because the approval of the proposed plan and tentative maps would result in increased construction activities in the planning area, this increased construction could add sediments and other contaminants to Jacinto Creek.

Entities Responsible for Ensuring Compliance:

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

The City of Sacramento, Department of Utilities

Monitoring Program:

- a. Prior to the approval of any development projects within the JCPA, the City of Sacramento will ensure that the project applicant has complied with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. Prior to the commencement of any construction activities within the JCPA, a Notice of Intent must be filed by the applicant with the State Water Resources Control Board and must cover and include project components and requirements, as contained in the State General Construction Activity Storm Water Permit. Compliance with this permit includes the implementation of BMPs. BMPs would include schedules of activities, prohibitions of practices, maintenance procedures and other maintenance practices to prevent or reduce water pollution.

Mitigation 6.2-5 Water Quality-Construction (Cumulative)

Development of the proposed project would include the construction of roadways and structures which would involve grading, excavation or other construction-related activities which could cause soil erosion at an accelerated rate during storm events. As previously described, sediment from erosion can have long and short-term effects on water quality in affected streams including adverse impacts on fish and wildlife habitat, reduced water pump life due to abrasion, increased municipal/industrial water treatment costs for turbidity removal, impaired recreation and aesthetic values, and increased flooding hazard due to reduced channel capacity. Other potential sources for water quality degradation during construction activities is the use of heavy machinery and other construction equipment which can increase the amounts of heavy metals, oil, grease, and other petroleum hydrocarbons in receiving waters.

Construction activities which disturb more than five acres of land are required to obtain, and comply with the State General Construction Activity Storm Water Permit. As described in the setting discussion, compliance with the Permit would require the implementation of BMPs. Furthermore, all grading activities would also be required to follow the City Grading, Erosion, and Sediment Control Ordinance requirements.

Because construction activities could increase the amount of sediment load in receiving waters, cumulative effects on receiving waters are considered to be a significant impact.

Entities Responsible for Ensuring Compliance:

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

The City of Sacramento, Department of Utilities

Monitoring Program:

- (a) For construction activities which will disturb five acres or more of land, the project applicant shall file a Notice of Intent for coverage and comply with requirements contained in the State General Construction Activity Storm Water Permit. All erosion, sediment and pollution control measures to be implemented shall be approved by the City's Department of Utilities prior to the commencement of construction activities.
- (b) Staging of heavy equipment shall be established so that spills of oil, grease or other petroleum by-products shall not be discharged into the stream course. All machinery shall be properly maintained and cleaned to prevent spills.

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

Development of the proposed project, in conjunction with other development within the Morrison Creek watershed, could alter the existing receiving water quality. The primary sources of storm water pollution includes roadways, automobiles, landscaping, industrial activities, non-storm water connections to the drainage system, accidental spills and illegal dumping. Runoff from roadway and parking lots could contain levels of oil, grease, and heavy metals. Runoff from landscaped areas could contain concentrations of nutrients, i.e. fertilizers and pesticides. Concentrations of contaminants in runoff, particularly heavy metals, commonly exceed the water quality objectives set in the ISWP and the Sacramento River Basin Plan. Depending on the ambient water quality within a water body, there may be insufficient dilution available to reduce concentrations to acceptable levels. The proposed project in combination with other development in the south Sacramento area would increase the amount of impervious surface. The associated increase in surface runoff would most likely contain heavy metals, oil, grease, petroleum by-products, and nutrients at levels which exceed existing conditions, and adversely affect water quality in the Morrison Creek watershed. This is considered a significant impact.

As discussed in the setting section, the City of Sacramento has obtained a NPDES permit. The goal of this permit is to reduce pollutants found in urban stormwater runoff. The NPDES permit requires the use of "Best Management Practices" (BMPs). The City has a list of BMPs necessary to accomplish the goals of this permit. The primary objective of the BMPs is to reduce non-point source pollution into waterways. These practices include structural and source control measures for residential and commercial areas, and BMPs for construction sites. Components of the BMPs include:

- Maintenance of structures and roads
- Flood control management
- Comprehensive development plans
- Erosion and sediment control ordinances
- Inspection and enforcement procedures
- Educational programs for material storage and spill control
- Reduction of pesticide use

BMPs are approved by the City's Department of Utilities before beginning construction (The BMP document is available from the Department of Utilities, Flood Control and Sewers Division, 5770 Freeport Boulevard, Suite 100, Sacramento, California 95822).

Entities Responsible for Ensuring Compliance:

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

The City of Sacramento, Department of Utilities

Monitoring Program:

Prior to issuance of any building permits for new construction within the Morrison Creek watershed the City of Sacramento shall ensure that each project proponent include as part of the project design Best Management Practices, approved by the City's Utilities Department and in compliance with the City's NPDES permit, which mitigate for urban contaminants in storm water runoff.

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

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

Impacts to biological resources may result from the degradation of water quality due to site grading activities over time on individual parcels as the JCPA is developed. These construction activities will require either removal, or scarification and recompaction of surface soils. The construction activities will disturb existing vegetation and potentially create erosion of soil surfaces. Additionally, the construction activities associated with the undergrounding of the eastern portion of Jacinto Creek would also result in biological impacts in the creek by eliminating vegetation and aquatic habitats. Several factors could affect the amount and severity of soil erosion, including time of year, weather conditions, and construction practices utilized for the project. If the eroded soils are allowed to exit the plan area to the Laguna Creek drainage, a negative impact on water quality could occur which could impact aquatic habitats. Implementation of the project would occur over the long-term, thus reducing the risk of erosion hazard at any given time. The potential for increased sedimentation due to the construction is considered to be a potentially significant impact to biological resources.

Entities Responsible for Ensuring Compliance:

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

The City of Sacramento, Department of Utilities

Monitoring Program:

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

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

Mitigation 6.3-2 Loss of Wetland Habitat

The precise number of acres of waters of the United States and adjacent wetlands that would potentially be impacted as the result of Master Plan implementation is not known with certainty since access to all private parcels within the JCPA was not possible. Based on completed wetland delineations for Laguna Vega and Laguna Vista, field surveys and examination of aerial photography, it is believed that the total wetland acreage within the JCPA is minor. Given the mosaic of land ownerships and typically small parcel sizes that now exist, it is unlikely that many development projects would be subject to the regulatory jurisdiction of the U.S. Army Corps of Engineers. Nevertheless, each specific development proposal that may be proposed for the plan area will require an independent evaluation of its potential, if any, for impacting wetland habitats. Project applicants may be required to apply for a Section 404 Permit from the U.S. Army Corps of Engineers for the discharge of fill if the total area filled is one acre or greater of wetland or other waters of the United States. A Streambed Alteration Agreement may also be necessary from the Department of Fish and Game for any work that would impact the bed and banks of streams within the plan area.

Both the U.S. Army Corps of Engineers and the Department of Fish and Game may require conditions on their respective permits to reduce the impacts to the wetland areas.

These agencies have acknowledged a hierarchy to these conditions that they may require. The first condition is the consideration of complete avoidance of the impact. If complete avoidance is not feasible, the next condition is to minimize the impacts. Measures which minimize impacts to wetlands would be reviewed during the preparation of the final design plans for each specific project proposal.

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

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

The proposed JCPA Land Use Plan has the potential to degrade and diminish existing wetlands through the long-term process of urbanization. Although regulatory controls for the loss of wetland are currently in-place at both the state and federal levels, some wetland areas may be destroyed due to development of the proposed JCPA Land Use Plan.

Entities Responsible for Ensuring Compliance:

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

Monitoring Program:

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

- (b) If the City of Sacramento determines that a development application for the JCPA could affect known or existing wetlands, the applicant for the project shall consult with the Army Corps of Engineers and the Department of Fish and Game to obtain the appropriate permits. The process to obtain these permits is described below:
- Both the U.S Army Corps of Engineers and the Department of Fish and Game may require conditions on their respective permits to reduce the impacts to the wetland areas. These agencies have acknowledged a hierarchy to these conditions that they may require. The first condition is the consideration of complete avoidance of the impact. If complete avoidance is not feasible, the next condition is to minimize the impacts. Measures which minimize impacts to wetlands will be reviewed during the preparation of the final design plans.
 - If impacts to wetlands are unavoidable either through complete avoidance or minimization, the next mitigation condition involves the replacement of the impacted wetlands on-site and in-kind. If on-site and in-kind replacement is not feasible, the hierarchy for replacement is as follows: On-site/out-of-kind replacement of wetlands, off-site/in-kind replacement of wetlands, and lastly, off-site/out-of-kind replacement of wetlands (e.g., wetland mitigation banking).
 - The California Department of Fish and Game (CDFG) typically requires on-site compensation for the loss of wetlands at a 1:1 replacement ratio. Compensatory wetlands should have the same beneficial functions, at equal or superior values, as the wetlands being impacted by the project. The soil types on the project area have been determined to be suitable for the on-site recreation of impacted wetlands, including vernal pools. However, the determination of the quantity of wetlands impacted by the proposed project, the type of mitigation conditions required, and the required replacement ratio (if needed) will be determined during the permitting process.
 - The following procedures and mitigation measures may be required as part of the California Department of Fish and Game (CDFG) 1601/1603 Streambed Alteration Agreement and/or a United States Army Corps of Engineers Section 404 permit:
 1. Compensation for unavoidable wetland impacts (fill or modification) should occur by the creation of an equal or greater

acreage of wetlands or equal or greater habitat value than those that are to be impacted. Re-creation should occur on the site, or in an equally suited area off-site. Where feasible, re-creation should occur prior to the beginning of construction activities.

- a. Loss of vernal pools on-site should be mitigated by the construction of new vernal pools within the project area. The characteristic flora of the vernal pools present on-site or in adjacent areas should be utilized as a source of seeds in the construction of new vernal pools. If the construction of vernal pools on-site is not feasible, then an off-site location for the construction of vernal pools should be used (including wetland mitigation banks).
 - b. The acreage of wetlands other than vernal pools which will be lost due to construction of the proposed project may be compensated by creating wetlands. If on-site mitigation is not suitable, off-site areas may be utilized (including wetland mitigation banks).
2. Buffer zones may be established to protect and enhance the existing resources along wetland areas to be preserved. The Department of Fish and Game typically requires the provision of fifty-foot buffers.

Mitigation 6.3-3 Tree Resources

Only two valley oak trees that may qualify as heritage trees appear potentially at risk within the JCPA area. All other potential heritage trees are associated with existing residential dwellings and are not at risk. Direct impacts to the valley oaks could include direct removal or damage from construction activities. Indirect impacts may include compaction of root zones and root damage within the driplines of trees. The City of Sacramento has a Heritage Tree Ordinance. The City considers trees greater than 100 inches in circumference (about 33 inches in diameter) as heritage trees, regardless of species. Heritage trees are required to be avoided or replanted. The JCPA area has only the two valley oaks measuring 33 inches or greater in diameter that are not associated with residence. The ultimate buildout of the JCPA Plan may result in direct or indirect effects to heritage trees in the planning area.

Entities Responsible for Ensuring Compliance:

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

The City of Sacramento, Neighborhood Services Department, Tree Services Division

Monitoring Program:

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

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

Mitigation 6.3-6 Swainson's Hawk Habitat:

Development of the JCPA over time may result in a decrease in potential foraging habitat for Swainson's hawk, a state-listed threatened species. There were no Swainson's hawks observed during field surveys. The California Department of Fish and Game acknowledges any loss in nesting or foraging habitat for the Swainson's hawk to be an adverse impact on the species.

Entities Responsible for Ensuring Compliance:

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

Public Works Department, Development Services Division

Monitoring Program:

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

Mitigation 6.3-7 Special Status Fauna (Fairy Shrimp)

Fairy shrimp are not known from the JCPA of the Florin quadrangle (CNDDB 1992); however, not all potential vernal pool habitats have been surveyed for these species. While historical and current land use practices make it unlikely that fairy shrimp occupy the plan area, site specific surveys will be required of individual projects that may impact suitable habitat. The four species of shrimp of interest are the vernal pool fairy shrimp (*Branchinecta lynchi*), the California linderiella (*Linderiella occidentalis*), the longhorn fairy shrimp (*Branchinecta longiaruensis*), and the vernal pool tadpole shrimp (*Lepidurus packardii*).

Entities Responsible for Ensuring Compliance:

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

Monitoring Program:

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

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

- A complete list of species observed on the project area for inclusion in the report.

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- A detailed description of methodology including dates of field visits, the names of survey personnel with resumes, and a list of references cited and persons contacted.
 - A map showing the location(s) of any special-status species identified on the project site.
 - A detailed description of any identified special-status species population including information on the density, distribution, and habitat quality relative to typical occurrences of the species in question.
 - A discussion of the importance of the population(s) with consideration of both nearby populations and total species distribution.
 - An assessment of significance of project impacts to any special-status species populations identified on the project site.
- (c) If a special status shrimp species is identified within the area to be disturbed by the construction of any individual project, then the project applicant, in consultation with the City of Sacramento, CDFG, and USFWS, shall prepare and implement a mitigation plan in accordance with any applicable State and/or Federal statutes or laws that reduces the impact to a level of insignificance. This mitigation plan may include the following measures:
- The project proponent shall demonstrate and ensure that the special-status species populations in question shall be protected on site. This shall include adequate buffer zones and financial means that will ensure the protection and management of the preserve lands in perpetuity.
 - Should on-site preservation be infeasible, the City of Sacramento in consultation with CDFG and/or USFWS shall require that a mitigation plan be developed and implemented by the project proponent that will preserve the species at an off-site location. This could be accomplished on suitable public lands or through the purchase of fee title or conservation easement on suitable private lands to ensure protection of the preserve lands in perpetuity. The funds for the purchase of private lands or easements shall also include the amount necessary to maintain, monitor, and provide for remedial actions to ensure the establishment of the species at the new location.

Mitigation 6.3-8 Special Status Fauna (Amphibians)

While no special status amphibians are known from the JCPA of the Florin quadrangle (CNDDDB 1992), vernal pools that provide habitat for these species are present. Amphibians include the western spadefoot (*Scaphiopus hammondi*) and the California tiger salamander (*Ambystoma californiense*). A direct impact to special status amphibians is not anticipated, although suitable habitat, if any, on individual parcels should be surveyed for these species as each is proposed for development.

Entities Responsible for Ensuring Compliance:

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

Monitoring Program:

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

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

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

Cumulative impacts include this project's contribution to the growth and urbanization of the communities of Laguna, Elk Grove, and South Sacramento, and other currently unincorporated areas in southern and eastern Sacramento County. Implementation of the proposed JCPA Land Use Plan would allow for the development of areas that have been protected by remaining vacant. As demonstrated in the Setting section, the project area supports a diverse flora and fauna. Therefore, the proposed project would contribute to

the loss of biological resources in the region. The pure loss of land supporting areas of natural habitat will overcome any one project's ability to compensate for lost habitat values. Therefore, cumulative impacts on biological resources are considered to significant.

Entities Responsible for Ensuring Compliance:

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

Monitoring Program:

Implementation of the following mitigation measures would reduce the magnitude of the cumulative impacts to biological resources, but not to a less-than-significant level. Therefore, the impact remains significant and unavoidable.

Implement Mitigation Measures 6.3-1 through 6.3-8.

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

NOISE

Mitigation 6.4-1 Traffic Noise Impact on Adjacent Land Uses

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

Interior sound level impacts could be expected to increase because of the increase in exterior sound levels. Without information on existing interior L_{in} sound levels and building construction, absolute impacts can not be ascribed. For homes built anticipating projected traffic volumes, the increase could be noticeable, but may still be within the allowable limit of 45 dB, L_{in} .

Entities Responsible for Ensuring Compliance:

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

Monitoring Program:

For the proposed project, the mitigation measures described below would reduce the magnitude of the impact. However, the impact would remain significant and unavoidable.

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

Mitigation 6.4-2 Traffic Noise Impact on Project Area

The project area includes areas that are not technically part of the study area. That is, private home owners are excluded from many of the requirements because they already exist. As a result, the impacts discussed for adjacent land uses have applications to the project area.

Day-night average sound levels next to Bruceville Road will increase by 4 dB. The 17

dB increase predicted along Jacinto Road would be considered an extreme impact. The 2 dB increase predicted for Shasta Road is believed to be more representative of the change to be found along Jacinto Road. For no tonal change, this would result in an insignificant impact. Along Bruceville Road, the distance from the center of the road to the 60 dB line doubles near Calvine Road and increases by 33 percent near Sheldon Road. These values assume that shielding is provided by a first row of homes at a distance of 100 to 120 feet from the center line of the road. Without shielding, the contour would be farther from the road. Compared with the compatible land use chart, impacts along Sheldon Road would increase from low for existing conditions to high. The impact would be significant for all activity areas exposed to L_{eq} sound levels greater than 60 dB. Only a small increase in exterior L_{eq} sound level is expected near SR 99 as a result of developing the land in the project area. Impacts would remain low to very high, depending on the distance from the road. Many homes located parallel to SR 99 would be exposed to levels greater than 60 dB as shown by the contour lines in Figure 6.4-5. Homes along Jacinto and Shasta Road would have a low impact. Only for activity areas abutting these roads would impacts reach moderate.

Interior sound level impacts could be high to very high for homes along SR 99. The impact for homes along Bruceville Road and Sheldon Road could be moderate to high.

Entities Responsible for Ensuring Compliance:

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

Monitoring Program:

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

receptors. This becomes the only option when the activity area abuts the roadway. Height of the sound wall will vary depending on road and receiver elevations, distance from source or receiver to the barrier, traffic volume and traffic mix. Mitigation measures should include:

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

- The ground shall be considered acoustically hard for all sources for receiver locations up to 75 feet from the centerline of the road or for receivers beyond the first row of structures that cover 60 to 90 percent of the land in the row. Between these two locations, the ground shall be considered acoustically soft for automobiles and medium trucks.
- Where construction changes are used to meet the 43 dB limit, a full explanation of the assumptions and the computation model shall be provided, using examples if necessary. References for the calculation procedures shall be given.
- Interior calculations shall use either octave or 1/3-octave band data between 63 Hz and 8,000 Hz.
- The normalized and averaged sound spectrum in Figure 6.4-8 shall be used as the exterior sound source, corrected to represent the predicted exterior sound level.
- No field measurements shall be required to document existing conditions. Data in Table 6.4-6 shall be used.
- Encourage the construction of commercial spaces along West Stockton Boulevard to shield residential property to the west.
- Discourage the use of two-story homes next to any of the major roads. They are exposed to greater sound levels because of a more direct view of the roadway and less ground effects. Meeting interior L_{50} sound level limits is much more expensive in these spaces. However, two-story homes do serve as good sound barriers for other homes farther from the road.
- A monitoring program shall be prepared to confirm exterior and interior L_{50} sound levels.

Mitigation 6.4-3 Construction Noise

Proposed project construction could create a very large impact because of the increased heavy truck traffic, operation of heavy equipment and sound generated by normal construction activities. Quantifying the impact is difficult since the schedule, timing and

type of construction is not defined.

Entities Responsible for Ensuring Compliance:

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

Monitoring Program:

- (i) Limit hours of construction activity in areas next to residences or if noise-sensitive areas will be impacted;
- (ii) Hours shall be limited to 7:00 a.m. to 6:00 p.m. on weekdays. No internal combustion engines or powered equipment should operate on the project area before or after these hours;
- (iii) Hours shall be limited on Saturdays to 7:00 a.m. to 6:00 p.m. No internal combustion engines or powered equipment should operate on the project area before or after these hours;
- (iv) Hours shall be limited on Sundays to 9:00 a.m. to 6:00 p.m. No internal combustion engines or powered equipment should operate on the project area before or after these hours;
- (v) Truck haul routes shall be designated to minimize the sound impact on residential and other noise-sensitive areas;
- (vi) Stationary construction equipment shall be located as far as possible from noise-sensitive land uses; and
- (vii) All internal combustion powered equipment shall be fitted with an exhaust silencer rated for standard or critical applications.

Mitigation 6.4-4 Non-Transportation Noise Impact Adjacent Land Uses

Increasing the density of homes could be expected to raise the impact of exterior sound levels relative to the limits of the Noise Ordinance. Excess sound generated by people and their equipment could produce complaints. Additional commercial development could cause complaints if deliveries are made during the nighttime. The impact can not be quantified; however, the potential noise levels associated with commercial

development is considered to be a significant impact.

Entities Responsible for Ensuring Compliance:

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

Monitoring Program:

Implementation of the following Mitigation Measures will reduce the impact of the proposed project to a less-than-significant level.

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

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

Impacts relative to the limits of the Noise Ordinance are hard to quantify because they involve human activity and commercial activities that are not defined. When commercial property is adjacent to residential property, impacts can be significant. A higher density of homes also has the potential for significant impacts. Small lots make the placement of mechanical equipment, principally the condenser unit of an air-conditioner, an important consideration. General activities of home owners such as practicing the guitar in the garage or back yard or even having a party can generate sound levels in excess of the ordinance.

Entities Responsible for Ensuring Compliance:

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

Monitoring Program:

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

- Commercial developments shall include a minimum 6-foot sound and

visual barrier around the perimeter of the property. The wall shall weigh a minimum of 3.5 lb. per square foot. No gaps shall be permitted in the wall vertically at seams or along the bottom.

- Residential and commercial developers should be apprised of the requirements of the Noise Ordinance.
 - Sound level limits of mechanical equipment shall be clearly stated.
 - Developers shall provide a letter to the City acknowledging their understanding of the sound limits and giving information on how they plan to comply with the limits. Sample calculations or rough drawings of proposed solutions should be furnished.
- Commercial developers shall submit information about the type of activities and time-of-day of the activities relating to deliveries to and pick-ups from the facilities.
- Other activities that could create sound that would adversely impact residential development shall be furnished as part of the request for permit.
- Plans for location of equipment and loading docks, hours of operation and procedures used for activities such as deliveries should be supplied with permit request.

AIR QUALITY

Mitigation 6.5-1 Ozone (Project Specific)

Vehicle trips associated with the proposed project will generate ROG and NO_x emissions that would contribute to an increase in regional ozone levels. The traffic associated with use of the project area is estimated to produce emissions approximately 35% greater than those associated with Alternative B. This increase in emissions is due to various land use designation changes which result in greater vehicle trips. Because Sacramento is a non-attainment area for ozone, this increase of ozone precursors over the existing setting is considered a significant impact.

Entities Responsible for Ensuring Compliance:

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

The City of Sacramento, Department of Public Works, Transportation Division

Monitoring Program:

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

- If feasible, the project's buildings should be within 1,500 feet of a transit stop. The transit headways shall be equal to or greater than thirty minutes. There should be bench, route information, and bike locker(s) transit stops within 1,500 feet of these areas.
- Preferential parking spaces for carpools/carpools should be located closer to employee entrances than single occupant vehicle parking.
- All parking areas (residential and non-residential) should include electric vehicle charging facilities. Single-family homes should include an outlet for vehicle charging in the garage, multi-family units should include charging facilities in common areas, and non-residential developments should have one electric vehicle charging facility for every fifty regular parking spaces.
- All non-residential developments should provide at least one preferential carpool/vanpool/electric vehicle parking space for every fifty regular parking spaces.
- All non-residential developments of more than twenty-five employees should contain showers, bike lockers, and personal lockers.
- Multiple and/or direct pedestrian access (i.e., defined paths, "crow flies" access, etc.) between adjacent, complementary land uses should be provided throughout the project.
- Multiple and/or direct automobile access (i.e., minimize use of cul-de-sacs, meandering streets, etc.) should be maintained throughout the project.

- Commercial buildings should be located near adjacent streets with parking provided away from the street in smaller, rather than expansive, lots.
- The Plan area should operate or participate in a Transportation Management Association (TMA) to create, administer, and finance ongoing programs to reduce vehicle trips. A financing plan for the area should include a means to fund the TMA.

Mitigation 6.5-2 Ozone (Cumulative)

The increase in traffic associated with the proposed project would contribute ROG and NO_x emissions greater than previously evaluated in the SGPU DEIR. NO_x emissions were overridden with adoption of the General Plan. The cumulative impact on regional ozone represents an unavoidable adverse impact which reduces the ability for the SMAQMD to meet the attainment standards for ozone. The traffic associated with the proposed project, in conjunction with the traffic from the buildout of the General Plan, would result in a significant impact.

Entities Responsible for Ensuring Compliance:

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

The City of Sacramento, Department of Public Works, Transportation Division

Monitoring Program:

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

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

The traffic associated with the proposed project would result in vehicular exhaust and tire-wear PM₁₀ emissions. An increase of PM₁₀ levels would impact surrounding land uses, motorists, and pedestrians. Because Sacramento is considered a non-attainment area for PM₁₀, this increase in PM₁₀ is identified as a significant impact.

Entities Responsible for Ensuring Compliance:

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

The City of Sacramento, Department of Public Works, Transportation Division

Monitoring Program:

No mitigation measures are available to eliminate the PM_{10} emissions for the proposed project. Implementation of air quality Mitigation Measure 6.5-1 in conjunction with the traffic mitigation measures would reduce the magnitude of this impact. However, the impact would remain significant and unavoidable for the proposed project.

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

Construction of the proposed project could potentially result in various short-term construction PM_{10} emissions from new residential, parks, commercial, and public/quasi public land uses. Exhaust and fugitive dust from grading equipment, employee trips, stationary equipment, and mobile equipment could result in significant PM_{10} impacts which would reduce SMAQMD's ability to achieve attainment for PM_{10} . The largest portion of PM_{10} could be produced by grading equipment.

Entities Responsible for Ensuring Compliance:

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

The City of Sacramento, Department of Public Works, Transportation Division

Monitoring Program:

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

- The contractors shall continuously, on an as-needed basis, water all earth surfaces during clearing, grading, earthmoving and other site preparation activities.
- The contractors shall use tarpaulins or other effective covers for haul trucks that travel on public streets.
- The contractors shall sweep streets within and adjacent to the project at the end

of the day as needed.

- The contractors shall schedule clearing, grading and earthmoving activities during periods of low wind speeds, and restrict those construction activities during high wind conditions as determined SMAQMD.
- The contractors shall control construction and site vehicle speed to 15 mph on unpaved roads.
- The contractors shall minimize open burning of wood and vegetative waste materials from both construction and operation of the project. No open burning shall occur unless it can be demonstrated to the SMAQMD that alternatives have been explored. These alternatives may include, but are not limited to chipping, mulching and conversion to biomass fuel. For any open burning, an AQMD permit must first be obtained in conformance with AQMD Rules and Regulations.

Mitigation 6.5-7 Particulate Matter (Cumulative)

The traffic associated with the proposed project and cumulative development will result in increased levels of PM_{10} . An increase of PM_{10} levels would impact surrounding land uses, motorists, and pedestrians. An increase of PM_{10} would also reduce the ability for the SVAB to meet the attainment standards for PM_{10} . The proposed project was identified as having a significant impact to project specific PM_{10} problems; therefore, the project's contribution to long-range impacts is considered to be significant.

Entities Responsible for Ensuring Compliance:

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

The City of Sacramento, Department of Public Works, Transportation Division

Monitoring Program:

No mitigation measures are available to eliminate the PM_{10} emissions from the proposed project in conjunction with the buildout. Implementation of air quality Mitigation Measure 6.5-1 would reduce the magnitude of this impact. However, this impact would remain significant and unavoidable for the proposed project.

TRANSPORTATION/CIRCULATION**Mitigation 6.6-1 Roadways (Existing Plus Project)**

Table 6.6-15 shows the resulting roadway service levels if the Proposed Project was developed at the maximum residential densities and no external roadways were improved (other than the planned widening of Cosumnes River Boulevard as part of interchange improvement).

Bruceville Road (between Cosumnes River Boulevard and Sheldon Road) and Sheldon Road (from Bruceville Road to East Stockton Boulevard) will degrade from LOS C operations or better to LOS E and F, respectively.

Entities Responsible for Ensuring Compliance:

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

The City of Sacramento, Department of Public Works, Transportation Division

Monitoring Program:

- (a) Widen Bruceville Road to at least 4 lanes from Sheldon Road to just north of Cosumnes River Boulevard.
- (b) Widen Sheldon Road to at least 4 lanes from Bruceville Road to SR 99 including the freeway interchange.
- (c) West Stockton Boulevard shall be designed as a two-lane arterial (turning pockets, shoulders, and limited access) between Sheldon Road and Shasta Road.
- (d) Left turns from Calvine Road and Shasta Avenue shall be prohibited (with stop-sign control for right turns) or Shasta Avenue shall be realigned to intersect Bruceville Road opposite Calvine Road, to allow signalization.
- (e) Front-on lots shall be precluded on West Stockton Boulevard (south of Shasta Avenue), and the treatment of front facing lots along Shasta Avenue and Jacinto Road shall account for traffic levels that exceed levels considered tolerable by most residents.

Mitigation 6.6-2 Intersections (Existing Plus Project)

All but two of the study intersections (Cosumnes River Boulevard at Bruceville Road, and southbound SR 99 at West Stockton Boulevard) will degrade to worse than level of service C operations. All degradations will result in significant impacts. Table 6.6-16 summarizes the level of service assuming Proposed Project implementation.

Entities Responsible for Ensuring Compliance:

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

Monitoring Program:

To mitigate these impacts the following intersections shall be signalized and left-turn lanes shall be added on Bruceville Road:

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

Mitigation 6.6-4 Bruceville Road (Future Plus Project)

The proposed project will degrade roadway segment from LOS A to LOS F on Bruceville Road between Cosumnes River Boulevard and Shasta Road.

Entities Responsible for Ensuring Compliance:

Not applicable because there are no feasible mitigation measures.

Monitoring Program:

There are no feasible mitigation measures to reduce the magnitude of the impacts of the proposed project.

Mitigation 6.6-5 Sheldon Road (Future Plus Project)

The proposed project will degrade roadway segment from LOS B to LOS F on Sheldon Road between Bruceville Road and West Stockton Boulevard.

Entities Responsible for Ensuring Compliance:

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

The City of Sacramento, Department of Public Works, Transportation Division

Monitoring Program:

Implementation of the following mitigation measure would reduce the magnitude of the impacts of the proposed project, but the impact would remain significant and unavoidable.

Implement Mitigation Measure 6.6-1

Mitigation 6.6-6 Cosumnes River Boulevard (Future Plus Project)

The proposed project will degrade roadway segment from LOS E to LOS F on Cosumnes River Boulevard between Bruceville Road and West Stockton Boulevard. This is a significant impact.

Entities Responsible for Ensuring Compliance:

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

The City of Sacramento, Department of Public Works, Transportation Division

Monitoring Program:

Implementation of the following mitigation measure would reduce the magnitude of the impacts of the proposed project, but the impact would remain significant and unavoidable.

Implement Mitigation Measure 6.6-1

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

With implementation of the Proposed Project, the section of SR 99 between Timberlake Way and Sheldon Road will degrade from LOS E to LOS F. This is a significant impact.

Entities Responsible for Ensuring Compliance:

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

The City of Sacramento, Department of Public Works, Transportation Division

Monitoring Program:

Implementation of the following mitigation measures would reduce the impacts of the proposed project. However, implementation of this mitigation measure is under the jurisdiction of Caltrans; therefore, the impact remains significant and unavoidable.

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

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

The proposed project would require excavation and grading in an area of sensitivity for prehistoric and historical resources. Archaeological sites #1, 2, 3, and 4 and historical structures identified at Archaeological site #4 and at 8006 Jacinto Road would be impacted. A preliminary investigation of archival records and the results of the field survey indicate no known information of historical significance on these sites and buildings. However, these sites still have the potential to reveal significant information.

Entities Responsible for Ensuring Compliance:

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

Public Works Department, Development Services Division

Monitoring Program:

- (a) The City of Sacramento shall ensure that any construction activities associated with the proposed project and/or alternatives will comply with the following:
- (i) In the event that any historic surface or subsurface archaeological features or deposits, including locally darkened soil ("midden"), that could conceal cultural deposits, animal bone, shell, obsidian, mortars, or human remains, are uncovered during construction, work within 100 feet of the find shall cease and a qualified archaeologist shall be contacted to determine if the resource is significant.
- If the find is determined to be of significance, resources found on the site shall be donated to an appropriate museum or cultural center.
- (ii) When Native American archaeological, ethnographic, or spiritual resources are involved, all identification and treatment shall be conducted by qualified archaeologists who are either certified by the Society of Professional Archaeologists (SOPA) or who meet the federal standards as stated in the Code of Federal Regulations (36 C.F.R. 61), and Native American representatives who are approved by the local Native American community as scholars of their cultural traditions. In the event that no such Native American is available, persons who represent tribal governments and/or organizations in the locale in which resources could be affected shall be consulted. When historic archaeological sites or historic architectural features are involved, all identification and treatment is to be carried out by historical archaeologists or architectural historians. These individuals shall meet either SOPA or 36 C.F.R. 61 requirements.
- (iii) If human bone or bone of unknown origin is found during construction, all work shall stop in the vicinity of the find and the County Coroner shall be contacted immediately. If the remains are determined to be Native American, the Coroner shall notify the Native American Heritage Commission who shall notify the person it believes to be the most likely descendant. The most likely descendant shall work with the contractor to develop a program for reinterment of the human remains and any associated artifacts. No additional work is to take place within the immediate vicinity of the find until the identified appropriate actions have been carried out.
- (b) Prior to development of these sites, the City of Sacramento shall ensure that a

thorough archival research be performed to determine the extent of historical events. Should this research reveal a potential for historical significance, additional data retrieval should be conducted by a professional archaeologist to determine the presence and extent of buried archaeological deposits, the uses of the sites, and their significance as defined by CEQA criteria.

This work should be preceded by development of a research design that will address questions relevant to the compilation of the history of this area. Questions can include early settlement pattern, economic activity including labor force needs and development, social development and relationships to surrounding areas (Elk Grove, Florin, Galt, as well as the metropolitan areas of Sacramento and Lodi-Stockton). As physical data is revealed, attempts should also be made to implement the archival search for further information on activities.

Mitigation 6.7-3 Prehistoric and Historic Resources Impacts (Cumulative)

As urban development increases throughout this region, prehistoric sites and artifacts may be unearthed and damaged or destroyed. Historical sites and structures may be destroyed to make room for new development. Even if cultural resources are adequately recorded, removal and/or destruction from their place of origin reduces their value as resources. ~~As stated above, the extent of cultural resources in the project area is unknown, and~~ damage or destruction of such resources can be mitigated on a project-specific basis. However, any loss of cultural resources associated with the proposed project would contribute to a region-wide impact that cannot be remedied. Therefore, this is considered a significant impact.

Entities Responsible for Ensuring Compliance:

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

Monitoring Program:

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

- (i) Implement Mitigation Measure 6.7-1.

- (ii) However, if evidence of any structure having historical significance is discovered on the site, then the implementation of the following mitigation measure will be applicable.

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

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

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

- The development of site-specific history and appropriate contextual information regarding the particular resource; in addition to archival research and comparative studies, this task could involve limited oral history collection;
- Accurate mapping of the noted resources, scaled to indicate size and proportion of the structures;
- Architectural descriptions of affected structures;
- Photodocumentation of the designated resources, both in still and video formats; and
- Recordation by measured architectural drawings, in the case of specifically designated structures of higher architectural merit; "as-built" plans of

existing structures/foundation ruins will involve field measurements, office scaled plan layout and plot out of final plan.

95-349

JUN 20 1995

RESOLUTION _____

North Laguna Creek Neighborhood Association

July 15, 1996

Dawn Holm, Associate Planner
City of Sacramento
Department of Planning & Development
1231 I Street, Room #300
Sacramento, CA 95814

RE: Rezone of Karadsheh Property (N.E. Corner of Bruceville & Jacinto Avenue) P93-143

Dear Ms. Holm,

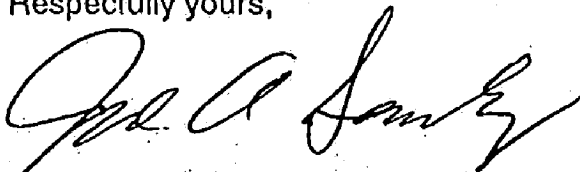
The North Laguna Creek Neighborhood Association's Planning Liaison Committee has the following concerns for the above-referenced project:

- 1.) As the site is rezoned to a C-1 commercial designation, we highly discourage the potential of a 24-hour operation at this site. We request that this be conditioned as a part of this project.
- 2.) Since the proximity to Barbara Comstock Morse elementary schools and the North Laguna Creek Park, we request, as a part of the rezone, that no liquor sales be permitted on this site and be conditioned as a part of this project.

We do not oppose this at this time. We do hope that the developer puts in a project that will enhance the neighborhood and be a benefit to the people that live there.

Thank you for your time. We appreciate the opportunity you allow our organization to comment and have a voice in shaping the quality of our neighborhood as it develops.

Respectfully yours,



Joe A. Sanchez,
Planning Liaison Committee Co-Chair

